

THEATERS— With Dates of Events.
LOS ANGELES THEATER— C. M. WOOD, Lessee and Treas.
MATINEE TODAY AT 2:40 P.M. LAST PERFORMANCE TONIGHT.
HOYT'S THEATRE— THE RECORD BREAKER
FROM HOTT'S THEATRE, NEW YORK—A HOT SHOW.
Katie Putnam, Maurice Freeman, Will H. Bray, the Bison City Quartette, and an all-star company. Seats now on sale—Going fast. Popular prices—25c, 50c, 75c, \$1. Telephone Main 70.

BURBANK THEATRE— JOHN C. FISHER, Manager.
The strongest Stock Company on the Coast. Presenting only the best of plays. Matinee Today 2 p.m., prices 10c, 25c, box seats 50c. Last performance this afternoon, tonight and tomorrow night.
THE BELASCO-THALL STOCK COMPANY.
Presenting Mr. Nat C. "THE NOMINEE" Elaborately Staged.
Goodwin's Farical Comedy. An Immense Success.
Appropriately Costumed. Evening Prices—15c, 25c, 35c, 50c.
Next Week—"THE WHITE SQUADRON"

ORPHEUM— Los Angeles Society Vaudeville Theater.
MATINEE TODAY—Any Seat, 25c Children, 10c, Gallery, 5c.
TONIGHT—TONIGHT. Big Laughing Week. The Talented LIZZIE B. RAYMOND, America's Favorite Singing Comedienne, RENO and RICHARDS, SMITH O'BRIEN, COLEBY and WAT, TONY WILSON and Clara, AL LEECH and the Three Rosebuds, ROBERTA and DORETO, FISH and QUIGG.
Performance commences at 8:45 sharp. Prices Never Changing—Evening, reserved Seats 25c and 50c, gallery, 10c. Regular matinee Wednesday, Saturday and Sunday. Telephone Main 1447. War bulletins read from the stage.

SIMPSON AUDITORIUM— MAY 23 AND 24
THE DISTINGUISHED KNEISEL STRING QUARTETTE.
"No organization in the world equal to this."—Court Courier, London.
"As near perfection as anything under the sun can be."—George Henschel.
Prices of Seats—Main floor and first row of balcony, \$2.00. Remainder of balcony, \$1.50. General admission, Top Balcony, \$1.00. Reservations at Fitzgerald Music and Piano Co., 113 S. Spring St.

MUSEMENTS AND ENTERTAINMENTS— With Dates of Events.
AGRICULTURAL PARK— AGRICULTURAL PARK CLUB.
E. C. DECAMP, Manager.
.... Hares and Hounds
Continuous coursing Sunday, May 22 (rain or shine), commencing at 10:30 a.m. SPECIAL ATTRACTION—Prof. Markeberg, the world-renowned high-wire walker in his great act, at 2:30 p.m. Admission 25c, ladies free (including grand stand). Music by Seventh Regiment Band. Take Main-street cars.

OSTRICH FARM, South Pasadena— Largest in America.
Birds. Seven acres of beautiful shady grounds. Nests, chicks, yearlings and old birds in their breeding corals. Boas, Capes, Tips and Plumes—appropriate presents from California. Take Pasadena Electric or Terminal Railway. Fare 10c.

WILSHIRE OSTRICH FARM— 12th and Grand Avenue.
Plucking the Ostriches SATURDAY 3 P.M.

SUPERB ROUTES OF TRAVEL—

ALL BEACHES
Best Reached by the Comprehensive Service of the
Southern Pacific Co.
SUNDAY SERVICE.

To Santa Monica—9 a.m., 10 a.m., 1:35 p.m., 5:15 p.m., 7:45 p.m. Special train leaves Santa Monica 6:35 p.m. for Los Angeles.
To Santa Pedro and Long Beach—9 a.m., 1:40 p.m., 5:03 p.m., 7:55 p.m. Special train leaves both points 6:30 p.m. for Los Angeles.
Take 9 a.m. Santa Pedro train for Catalina Island. Direct connection on steamer pier, thus avoiding wait on steamer.
Grand Band Concert at Santa Monica. Free Concert and Dance at San Pedro Pavilion. Southern Pacific Co. only direct line. Seats for everybody.
Los Angeles Ticket Office, 229 S. Spring St.

CALIFORNIA LIMITED— The Last Eastbound Limited Lvs. Tuesday, May 31
Via Santa Fe Route.
Leaves Los Angeles..... 8:00 a.m. Tuesday and Friday.
Leaves Pasadena..... 8:25 a.m. Tuesday and Friday.
Arrive Kansas City..... 6:40 p.m. Thursday and Sunday.
Arrive St. Louis..... 7:00 a.m. Friday and Monday.
Arrive Chicago..... 9:43 a.m. Friday and Monday.
This great train with its famous dining-car service is run for passengers with first-class tickets only, but no charge beyond the regular ticket and sleeping-car rate is made. Dining-cars serve breakfast leaving Los Angeles. Vestibuled and electric lighted. All the luxuries of modern travel.

TERMINAL RAILWAY EXCURSIONS—
Sunday, May 22, to Terminal Beach and the best ocean resorts. 50c round trip Terminal Island, San Pedro, Long Beach, \$2.50 round trip Catalina. Take 8:45 a.m. train. Grand concert by the Dartmouth Glee Club and Southern Marine Band, interpreting the latest and brightest songs and music. Special programme 2 p.m. Only surf and still-water bathing. Prof. Kahana, swimming instructor. Boating excellent. Big catches fish every day. Trains leave Pasadena 8:45 a.m., 1:25 p.m., Los Angeles 8:45 a.m., 1:55 p.m., 5:10 p.m., 9:30 p.m. Return, leave San Pedro 4:25 and 6:40 p.m. PURCHASE TICKETS AT CITY OFFICE, 230 S. SPRING ST.

EXCURSIONS, MOUNT LOWE RAILWAY—
\$2.50 From Los Angeles to all points on Mount Lowe Railway, and return, Saturday and Sunday, May 21 and 22. Enjoy a day in the mountains among the pines, and the grandest mountain railway ride in existence. To make the trip complete remain over night at Ye Alpine Tavern, \$2.50 and up per day. Tickets and full information, 214 South Spring Street. Telephone Main 960.

PLEASURE, PROFIT, EXPERIENCE—
All-water **KLONDIKE.** A steel steamship LAURADA will sail from route and way points. San Francisco on or about May 25 for Dawson City and Klondike.
For reservations and rate apply to DECAMP & LEHMAN, 213 S. Spring St.

TIMELY SPECIAL ANNOUNCEMENTS—

BOXES CHERRIES DAILY—
500 "Direct From the Growers." Black Tartarian and Royal Ann cherries, also fine fresh Red Raspberries from New Castle. We handle only fair selected stock. Trade with us and get the best.
Open all night. Free delivery. **Althouse Fruit Co., 213-215 W. 2d St.** Tel. M. 398
WE SHIP TO ALL POINTS.

CHERRIES— Large and black. Away down.
We are leaders in cherries and receive them direct from our orchards in San Jose daily. "Remember—We handle the finest that come to the city."
Price lowest. Goods best. We ship everywhere. Tel. M. 1126.
RIVERS BROS., Broadway and Temple.

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Studio 220 1/2 S. Spring
Opp. Hollenbeck.

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THE ANGELO PINAKOTHE PHOTOGRAPHS—
THEY TALK. It will pay you to see these beautiful pictures before ordering your photographs. 253 Broadway, Byrne Bldg. Phone green 504.

INCLESIDE FLORAL COMPANY. F. Edward Gray, Proprietor.
Tel. Red 1272. Choice Cut Flowers, Decorative and House Plants, Floral Design.

WHERE IS ADMIRAL CERVERA'S FLYING SQUADRON AT?

SPAIN'S BLUFF.

Cervera's Squadron is not at Santiago.

Sampson and Schley are not at Key West, Either.

Confidence Game Played by Two Belligerent Nations.

EACH IS FOOLING THE OTHER.

Dispatches from Madrid Taken Cum Granis Salis.

Uncle Sam is Somewhat of a Bluffer Himself.

Chances for a Naval Battle are Rather Uncertain.

THE DONS ARE ARTFUL DODGERS.

Stories About the Achievements of Spanish Fleets are Intended for Home Consumption—Gayety of Nations Much Enhanced.

[BY DIRECT WIRE TO THE TIMES.]
WASHINGTON, May 20.—[Exclusive Dispatch.] Cervera is not at Santiago de Cuba and Sampson and Schley are not at Key West. The Spanish and American governments are trying a most transparent confidence game on each other. They make believe that they have gone into the business of advising the world as to the whereabouts of the squadrons, which, if they get together, will probably settle the war. Last night the Spanish government gravely announced that Cervera is at Santiago. It even made public a dispatch from him announcing his safe arrival.

"Two American warships were sighted, which fled at our approach," Cervera is made to say. That is a very plausible story for children. Cervera, with ships that can outrun all but one or two American vessels, permits two of them to scud away and carry the news to Sampson that he can come up with his battleships. Cervera puts into Santiago and lets that information get to Sampson by means of ships he permitted to flee. He must be aching for Sampson to come up while he is discharging his cargo and taking on coal.

This morning the Navy Department added to the stock of the world's gayety by posting this bulletin: "This department has information believed to be authentic that the Spanish vessels are at Santiago de Cuba."

The censor at Key West permitted a telegram to get through saying Sampson and Schley are at Key West, not southeast of that point guarding the Windward and Mona passages, as they were doing yesterday, while the reorganization was supposed to be going on.

The bulletin and the dispatch from Key West would be valuable if they represented the actual state of affairs, but as not even the most unreasonable critic of the administration has yet accused its members of being imbeciles, it is a safe assertion to make that both statements are as far from the truth as possible. The Navy Department displayed a most passive and satisfied front as it hemmed and hawed and guessed that Cervera is at Santiago.

Secretary Long did not look a bit as he did when he was worried about the Oregon. He looked more as he did when he received dispatches from Dewey. He acted just as if he was glad to know that his department had been outwitted.

Laying aside irony, it may be observed that if Cervera were really in some Cuban port, there would be no end of adverse gossip among the officials in the department. When there was positive information that Cervera was on this side of the ocean, it was not hard to discover the chagrin felt by every responsible man in the navy, from Long down. The depressing effect was shown in every movement of the department. There were no indications today that there was any chagrin. Senators who are usually well informed simply laughed at the supposed frankness on the part of both governments in advising the world as to the positions of the opposing squadrons. Most of them knew very well that the Navy Department officials are playing the same game that Madrid is. They know that the bulletin about this government having information that

the Spanish ships being at Santiago is intended for Spanish consumption.

There is not much doubt that the secret agents of Spain are trying hard to discover how much of the Madrid story Secretary Long believes. Undoubtedly Secretary Long is making the same inquiries about Sagasta's state of mind. Aside from the fact that Santiago is a Cuban port, there is no reason why Cervera should desire to put in there, and if he has entered that harbor, Sagasta has no reason to rejoice. Santiago is in the insurgent territory. Unless the insurgents have fled worse than their enemies say they have, nothing for the Spanish troops can be taken in or out of that city on the land side. There is no rail connection with Havana. If ammunition or food supplies for Havana were started out of that city for the capital of Cuba, chances are that they would fall into insurgents' hands before they had gone twenty-five miles. The only object to be gained by making a feint to go in there would be to have the American vessels drawn to that place so as to have the way open to slip in somewhere else—Cienfuegos, Matanzas or Havana.

Among men who have some balance of mind, the location of the Spanish squadron is still regarded as an open question. The positive assurance that Cervera's squadron has returned to Cadiz cannot be forgotten.

There is good reason to believe that the reorganization of the squadrons, as indicated last night, has been made; that Sampson is cruising with the battleships, and Schley with the armored and protected cruisers, while the fast cruisers are scouring the Caribbean Sea toward the coast of Central America.

ONE SHORT BULLETIN.

ALL THE NEWS GIVEN OUT AT THE NAVY DEPARTMENT.

Alleged Belief That Cervera's Fleet is at Santiago de Cuba, but the Source of Information is Subject to Grave Doubts.

[ASSOCIATED PRESS NIGHT REPORT.]
WASHINGTON, May 20.—All of the news that was given out today at the Navy Department was comprised in the one short bulletin posted at the close of the day, stating that the department had information, believed to be correct, that Admiral Cervera with his flying squadron was at Santiago de Cuba.

This was to confirm the newspaper reports, and also the Madrid cablegram published this morning, the latter a rather unusual circumstance, for the Spanish bulletins have been notably deceptive ever since the flying squadron left Cadiz.

Accepting this statement as correct, it indicates that there is little probability of a hostile meeting between Sampson and Schley and Admiral Cervera. Looking over the charts at San Pedro Harbor, the War Department soon discovered that the place would be a veritable rat-trap for the Spanish fleet, with its narrow exits, in which a single American monitor could blow up the whole Spanish fleet.

[ASSOCIATED PRESS DAY REPORT.]
WASHINGTON, May 20.—If the Spanish fleet is at Santiago de Cuba, the fact is probably not known officially at the Navy Department, notwithstanding the fact that the department has been using all of the machinery of the consular service, in addition to the services of numerous scouting vessels to get on and keep track of the elusive foe.

The war board went into session early in the day, probably to consider and weigh the newspaper reports as to the movements of the Spanish fleet. The fact that the first report came from Madrid was regarded as in itself a suspicious circumstance, for it is hardly to be supposed that the Spaniards are such simple strategists as to advise us of their plans in that manner.

The other report regarded as confirmatory of the Madrid cable, namely that from the steamer Adula, upon close reading, failed to indicate whether the warships seen from that vessel were American or Spanish. Altogether the general belief at the department was that the whereabouts of the Spaniards are still doubtful.

CUBAN DELEGATES' VIEWS.
[ASSOCIATED PRESS DAY REPORT.]
WASHINGTON, May 20.—While the report from Madrid that the Spanish squadron is at Santiago is received with some misgiving, yet the officials of the Cuban delegation here consider the report accurate, as it bears out what these officials pointed out, when the Spanish fleet first reached at Santiago, as to the probable course the Spanish admiral would take.

Being well acquainted with the Cuban coast, its facilities for landing, etc., Señor Quesada said at the outset that Admiral Cervera would seek to elude the American fleet, and by a circuitous route, would make for Santiago. This, Mr. Quesada said, was the natural move by which the Spanish admiral would escape a battle, and would be most secure in making a landing on Cuban soil.

The present reports appear to bear out this theory. Mr. Quesada said today that the Spanish admiral would find himself seriously handicapped at Santiago. It will be useless for him to attempt to land provisions and supplies to sustain Blanco at Havana, as there is no railroad communication between Santiago and Havana, and an overland trip would take six weeks or two months.

Besides, the Cuban troops overrun the eastern end of the island surrounding Santiago, and it would be impossible for the Spanish supplies to be carried overland through a country full of Cuban bands. There are said to be about three thousand Cuban troops in the immediate neighborhood of Santiago, but reports recently brought to the Cuban officials here show that they

NAVAL BATTLE

Unsupported Report That One is Near.

Sampson and Schley Said to Be Near Key West.

Their Respective Squadrons Will Be Reorganized.

One Will Skirt the Northern Coast of Cuba While the Other Explores the Southern Shore in Search of the Elusive Enemy.

[BY DIRECT WIRE TO THE TIMES.]
NEW YORK, May 20.—[Exclusive Dispatch.] The Sun's Washington special says: "The most significant piece of news today relating to the presence of the enemy's fleet at Santiago was the statement attributed to Secretary Long at the Cabinet meeting, that a naval battle was likely within forty-eight hours. No details to support this reported remark are obtainable, and there is much to make it appear that it was not uttered by Mr. Long."

There is a general belief in naval circles, excepting the inner coterie who know all that is going on, that Sampson and Schley, with their armor-clads are in the vicinity of Key West. This belief is based on the press dispatches from that place, which, censured though they are, indicate that the armor-clad division which attacked Porto Rico and the flying squadron is in that vicinity.

"It is plain to everybody in the department that the squadrons of Sampson and Schley will be reorganized, and one sent down the northern coast to round the eastern end of Cuba, and the other around to the western extremity, in the hope of pocketing the enemy somewhere on the southern coast. This is apparently the only thing to do just now, and that this plan will be carried into effect immediately is generally understood."

"The cute game which Cervera is playing, and his success in moving from place to place in the West Indies, rounding up finally at the Cuban coast, has shown the administration that it has a good sailor to deal with. The opinion expressed in official circles is that Cervera touched at Santiago, not only to communicate with Blanco, but to arouse enthusiasm in Spain and Cuba. Nearly everybody thinks he will not stay there longer than the time necessary to fill his depleted coal bunkers."

Points of the News in Today's Times.

[THE BUDGET—This morning's fresh telegraphic budget, received since dark last night, includes the principal Associated Press (or night) report, many exclusive Times dispatches, and a full commercial report; these together making about 20 columns. In addition is a day report, not so voluminous or fresh, of about 10 columns—the whole making a mass of wired news aggregating the large volume of 30 columns. A large proportion of it relates to the existing war. A summary of both telegraphic and local news follows:]

The City—Pages 7, 8, 9, 10, 11, 12, 16.
Interview with Henry T. Gage.... Horace Miller killed by accident.... Policemen working against fire bonds.... Meeting of Board of Public Works.... Contractors' smooth scheme defeated.... Improvement of Main street.... Pasadena boulevard project.... Albert Stoesel found.... Southern Pacific's earnings.... Recruiting office opened by Fourth United States Cavalry.... Drilling for water on Third street.... Trial of Pete Garcia for murder.... Poker sharks on trial.... Funds for the Seventh Regiment.

Pacific Coast—Page 4.
Engineers start to survey a railroad in Alaska.... Commissioners en route to China for furtherance of trade.... Hurricane in Australia.... Rebellion feared in China.... Knights of Pythias can carry guns.... Col. Eugene Lebe is dead.... Surveyor-General Gleanes coming south on a tour of inspection.... Samuel Teton dies in San Francisco.... Pythian rose carnival at Santa Rosa.... Students' conference opens at Pacific Grove.

General Eastern—Pages 1, 2, 3, 4, 5, 6.
War Revenue Bill argument begun.... The President consulted by statesmen.... More paymasters needed.... Presbyterians in conference in Indiana.... Missouri and Louisiana.... J. B. Yard fatally burned in a forest fire at Chihuahua.... Patrol asked to protect national parks from trespassing herds.... Monument unveiled at Charlotte, N. C.... Miss Cisneros to marry one of her rescuers.... J. Platt Betts breaks another bicycle record.... Kid McCoy vanquishes Ruhlman at Syracuse.... Mining superintendent's life saved by a pretty girl.

"One thing strategists have not overlooked, is that its Cape Verde squadron is now shut off from getting supplies in the West Indies, except at Cuban ports, and from their own transports. Only two Cuban ports are open to Cervera now. These are Santiago, his present station, and Cienfuegos, farther along the southern coast. Here the few United States gunboats engaged in maintaining the blockade, are not sufficiently formidable to cope with the big armored cruisers of the enemy. Manzanillo is the only available port on the south side, but it is said in naval circles Cervera will hardly go there, with Cienfuegos so near. San Juan, Porto Rico, is another place where the fleet could go to get coal and provisions, and in proceeding there, less risk would be run of encountering the American squadron."

THE HOSTS AT CHICKAMAUGA.

Completion by Gen. Brooke of the First Provisional Corps.
[ASSOCIATED PRESS NIGHT REPORT.]
CHICKAMAUGA, May 20.—Gen. Brooke has completed the formation of the First Provisional Army Corps, United States Volunteers. The three brigades of the first division, under command of Maj.-Gen. Wilson, is composed of regiments from Pennsylvania, Ohio, Indiana, Illinois and Wisconsin. The second division, Col. A. K. Arnold commanding, is drawn from Pennsylvania, West Virginia, Ohio, Indiana, Michigan and Minnesota. The third division, Brig.-Gen. J. S. C. Bates commanding, draws its force from New Hampshire, Massachusetts, New York, Pennsylvania, Illinois, Minnesota, Missouri and Kansas.

The Fourteenth Minnesota, in the second division, and the Twelfth Minnesota, the Second Missouri, and the Twenty-first Kansas, in the third division, are the only regiments from the West of the Mississippi River in the first corps.

Until the completion of brigadiers has been appointed, each brigade will be in command of the senior colonel. The first corps will be commanded by Maj.-Gen. John E. Brooke, who will also be in command of the army of the Gulf.

The following regiments arrived today: First New Hampshire Infantry, twelve companies, 1000 officers and men, Col. R. H. Rolfe; Second Missouri Infantry, twelve companies, 958 men, under command of Col. W. K. Caffery; Battery B, Pennsylvania Light Artillery, 121 officers and men, fully equipped, Capt. L. T. Hunt; the Second New York Infantry (arrived at 9 o'clock tonight), twelve companies, 1000 officers and men, commanded by Col. E. E. Harding; Battery A, First Illinois Artillery, Capt. Yeager commanding, which arrived at 8:30 o'clock, and the First Missouri Infantry, which arrived at 10 o'clock. This regiment is made up of twelve companies, 1025 officers and men, and is in command of Col. Edwin Buldard.

Tomorrow Gen. Brooke will "take the formation of the Third," the corps Col. Fred D. Grant, it is understood, will be made provisional brigadier of the First Brigade of the first division of the corps. His regiment will be then assigned to the new corps, which will be commanded by Gen. James F. Wade.

Over 30,000 letters were delivered to the troops today.

The story sent out from here to the effect that three men had been arrested with arsenic on their persons, with which it was supposed they were to poison water being used by the troops, is a fake, pure and simple, and was evolved from the imagination of several boys who are indulging in liquor, cigarettes and other vices, and who are here as alleged correspondents of certain newspapers.

Frank McReedy, Co. D, Twelfth New York of New York City, died today from heart failure while on the march from Rossville to the camping ground in the park.

Progress of the War—Pages 1, 2, 3, 4.
"Serious doubts as to whether the Spanish fleet was really at Santiago de Cuba.... Spanish reports say Admiral Cervera has departed from Santiago.... New Spanish Minister of Marine getting a move on himself.... Gomez investing Havana with a large army.... Argonauts' secret cargo.... France's sympathy is with Spain, but the government is neutral.... Australians and Hawaiians burning to fight for Uncle Sam.... England's significant move in the Pacific.... Troops to remain at Tampa for the present.... Gen. Miles consults with Secretary Long.... Gen. Merritt receives his instructions in regard to the Philippines.... Troops at the Presidio and elsewhere.... Strict press censorship over war news."

Southern California—Page 15.
Chinese crossing the line below San Diego.... Comfort money for Co. B at the Presidio.... The Coronado golf green beautified.... A liberty pole for Fullerton.... Anticipating Sampson's victory at Santa Ana.... Ladies of Anaheim sending a carload of comforts to the Presidio.... A heavy walnut car appearing.... Office of Water Superintendent created at Santa Barbara.... Survey of the Mill Creek development, near Redlands.... The Fremont Rifles elect officers at Azusa.... Flag-raising at the Citrus High School.... Apportionment of school funds in San Bernardino.... Death of Dr. J. B. Talcott in Pasadena.... B. F. Hoyer seriously injured by cable—Pages 1, 2, 3.

The House of Commons addresses the Queen regarding Mr. Gladstone's interment—Lords and Commons pay tribute to him—The czar's sympathy, Victoria crosses and other royal birthday honors awarded.

DONS REJOICE.

They Think They Have the Battle Won.

New Minister of Marine is Whooping Things Up.

Much Ado Made About Cervera's Alleged Coup.

New Ministers Take Their Seats and Sagasta Makes a Bombastic Speech—Retired Ministers Had That Tired Feeling.

[ASSOCIATED PRESS NIGHT REPORT.]
MADRID, May 20.—The Ministers, in full uniform, appeared in the Senate today.

Owing to the circumstances, the new Cabinet is already nicknamed the "Circumstantial Cabinet." The Premier, Señor Sagasta, explained the ministerial crisis and asserted that the new ministry would continue the policy of the former ministry. He related how "Spain did everything to avoid war until America, violating all recognized diplomacy, attacked Spain with an injustice unprecedented in the annals of civilized history, and compelled Spain to respond with war to war, which Spain would continue to the utmost until an honorable peace is obtained."

"This," the Premier continued, "is a strong policy, and the new government will also energetically conduct negotiations with European and other states."

Count Penarriols proposed the Senate's congratulations to Admiral Cervera on his arrival safely at Santiago de Cuba, and "cheerily dodging the American squadrons."

Capt. Anson, the Minister of Marine, responded in the name of the navy, highly extolling Admiral Cervera. In doing so he said the arrival of the Spanish squadron in Cuban waters would "cement the friendship of the Cubans with Spain, and will prove to the world that Spain will never abandon Cuba while the mother country retains her vitality."

The congratulations were voted unanimously.

A Spanish official version of the engagement they say has taken place off Santiago de Cuba yesterday previous to the arrival of the Spanish fleet, says the American warships were repulsed, and adds that one of them was damaged.

IMPORTANT DEVELOPMENTS.

[ASSOCIATED PRESS NIGHT REPORT.]
MADRID, May 20.—In presenting the new Ministers to the chamber, Señor Sagasta explained that the appointment of a Minister of Foreign Affairs had been postponed because Señor Leon y Castillo had not accepted the portfolio, being "detained in Paris by very important negotiations, which may lead to fresh developments in the present grave situation."

THAT TIRED FEELING.
MADRID, May 20.—In the Chamber Señor Sagasta repeated his Senate speech.

Señor Silveira, leader of the dissident Conservatives, replied that his section of the Conservative party approved the policy announced by Señor Sagasta and would support the new Cabinet.

Señor Romero y Robledo, leader of the Weylerite faction, presented an interpellation, maintaining that the old government was in a crisis in the very declaration of war, and that if the present were a continuation of the policy of the old Cabinet, then the Cabinet also was in a crisis.

Señor Sagasta explained that the Cabinet changes were due to the fact that several ministers were "ill and extremely fatigued after the recent anxieties."

He said the Cabinet found itself confronted with war or dishonor, and accepted the former, adding solemnly: "The Spanish government will never accept peace if the territorial integrity of Spain is not maintained and otherwise Spain is determined to fight a stout outrance." [Loud cheers.]

Later Señor Sagasta promised a day to debate the "red book."

Prof. Salmeron made a speech vigorously attacking the Cabinet.

CERVERA'S REPORT.
[ASSOCIATED PRESS DAY REPORT.]
MADRID, May 20.—At 10 o'clock last evening the Minister of Marine, Capt. Anson, received a dispatch from Admiral Cervera, in command of the Cape Verde squadron of the Spanish fleet. It read:

"SANTIAGO DE CUBA, May 19.—This morning I have, without incident, entered this port, accompanied by squadron."

CERVERA.
The Minister of Marine immediately

(CONTINUED ON THIRD PAGE.)

went to the residence of the Premier, Señor Sagasta, and communicated this information. He then proceeded to the palace for the purpose of informing the Queen Regent, but Her Majesty had already retired and the news was conveyed to her by the Infanta Isabel. Capt. Aunon then went to the admiral and cabled his congratulations to Admiral Cervera on his arrival at Santiago de Cuba.

Admiral Cervera, says a cable dispatch from Santiago de Cuba, did not sight an American ship during the voyage. He announces that the crews of his ships are in perfect health and enthusiastic. Continuing, the dispatch says:

"The blockading vessels quickly left on the approach of the squadron, whose arrival has created the greatest excitement and enthusiasm at Santiago. Immediately dozens of people thronged the quays and cheered our sailors. Havana's relief at the safe arrival of the fleet is very great, as it was feared the American ships which left the blockade there had gone to intercept the Spanish fleet. It is now believed the Americans fled in order to avoid a reverse."

"AN IMMENSE TRIUMPH."

[ASSOCIATED PRESS DAY REPORT.] MADRID, May 20.—In an interview today the Minister of Marine is quoted as saying: "I am greatly rejoiced at the safe arrival of the Spanish fleet at Santiago de Cuba. It is an immense triumph for the Spanish navy. The sailors who executed the movement and those who planned it are worthy of all praise."

Continuing, the Minister said he congratulated himself upon the first event happening in his administration auguring so well for the navy and for the country.

A dispatch from Havana says two American ships have bombarded Guantanamo, and adds that the Spanish gunboat Santuario and a regiment of troops repulsed the attempt to land there. According to the Spanish version, the Spaniards did not suffer any loss and the Americans retired.

A NEW ROOM.

[ASSOCIATED PRESS DAY REPORT.] MADRID, May 20.—Admiral Camara, the commander of the Cadiz squadron, is here receiving instructions relative to the destination of his ships, which, it is explained, "depends upon the requirements of the war."

The new Minister of Marine has injected the greatest activity in his department. It is said he has been offered war munitions from many quarters.

It is evident the new Spanish Cabinet intends to push the campaign vigorously, and it is said, the Minister will also negotiate actively with the foreign diplomats to protect Spain against a combination of her enemies.

In taking possession of the admiralty, the new Minister of Marine made a patriotic speech to the assembled officers, recalling "the splendid example set by our sailors at Cavite in dying for Spain."

Lieut. Arturo de Caranza, the former Spanish naval attaché at Washington, has arrived here. He is quoted as saying he was closely watched in Canada by agents of the United States government.

Advices from Manila say the situation there has not improved. Capt.-Gen. Augusti, it is added, has regulated the price of provisions. It is also reported from Manila that the foreign colonists have sent the captain-general expressions of sympathy with Spain.

This is markedly the case with the German colony, and the action of the Germans is said to be due to orders received by the German Consul from Berlin.

CERVERA'S MANEUVERS. [ASSOCIATED PRESS NIGHT REPORT.] LONDON, May 21.—Admiral Cervera's maneuvers excite the keenest speculation here. In some quarters the whole story is regarded as a ruse designed to hurry up the Spanish government and the spreading of it broadcast is supposed to be a sinister motive. The bulk of opinion, however, regards the news as authentic and is inclined to the belief that Admiral Cervera well knows reinforcement is at hand, and that otherwise he would not have risked being bottled up at Santiago.

The Daily Chronicle attributes attention to the great secrecy preserved about what is happening at the Canaries, where the cables have been seized and censorship is severe. It says:

"The question now arises whether the reserve squadron from Cadiz is not already half way across the Atlantic. One thing comes clear. The Spanish strategists have a prearranged plan of operation while the Americans have been forced by circumstances into a defensive attitude. However, if Cervera is in Santiago de Cuba it ought not to be difficult for Admiral Sampson to find him. Thus it is possible that there may be a big fight within a few days."

The Daily Chronicle on the other hand thinks Admiral Cervera has walked into a trap from which he cannot escape, "thanks partly to the imbecility of the Spanish government in publishing his dispatch, which was doubtless done to avert domestic evils."

The Daily Chronicle concludes: "As to hinted negotiations with Spain with the powers, the best answer to them would be an American victory, which we hope to record Monday or Tuesday."

The Times says editorially: "Whether publication will assist the success of Admiral Cervera's operations is questionable, but it has undoubtedly helped the new Ministers to make a favorable debut in the Cortes. Certainly the situation has increased in interest."

RAPROCHEMENT WITH FRANCE. [ASSOCIATED PRESS NIGHT REPORT.] LONDON, May 21.—The Madrid correspondent of the Times says: "A newspaper which is officially inspired, makes the official announcement that Señor Leon y Castillo, the Spanish Ambassador to France, is engaged in effective rapprochement with the French government for reasons which must not be made public."

BRILLIANT MOVE. [ASSOCIATED PRESS NIGHT REPORT.] LONDON, May 21.—The Madrid correspondent of the Daily News says: "Admiral Cervera's dispatch from Santiago de Cuba to the Minister of Marine contained further details for the information of the government alone. It is pointed out here that the American plan was to gain command

ESCAPED WHILE THERE WAS TIME.

Why the Bombardment of Santiago Was So Suddenly Suspended.

[BY DIRECT WIRE TO THE TIMES.]

KINGSTON (Jamaica), May 20.—[Exclusive Dispatch.] Additional particulars are just at hand of the appearance of two warships off Santiago, their engagement with the forts for an hour and their withdrawal and apparent flight, as reported through Spanish sources. It is believed there that the American ships had an extremely narrow escape from Cervera's squadron. The Americans appeared suddenly and there was a hot exchange of shells between the shore batteries and ships, but just what damage was done on either side could not be learned.

Night was falling while the firing was in progress, when suddenly the American vessels ceased the bombardment and sailed away. So quick was the movement that the commander of the batteries was taken by surprise, and at first supposed the shots had disabled one of the American vessels, and that she was being towed away by her companion ship. "An explanation of the movement came later when the Spanish squadron was seen approaching the harbor entrance. It then became certain that the commanders of American warships had kept a sharp lookout at sea while shelling the batteries.

Away to the southwest had been seen the swiftly-approaching Spanish squadron. The direction from which it was approaching made it clear that the vessels could not belong to the American fleet, and the presence of so many ships so close together indicated that they must be warships.

It did not take the commander of the American vessels long to determine that it was the Spanish fleet, nor did it take him long to decide that another port would be much more comfortable. Orders were quickly given to stop firing, and the American vessels soon disappeared in the direction opposite to the one from which the Spanish fleet approached.

of the sea as a condition to future movements. Admiral Cervera's brilliant move—reminding one of Lord Nelson's race from the West Indies to Trafalgar, and his escape from the French—deprives America of the command of the sea, and demonstrates to the world that the blockade of Cuba is merely nominal.

Admiral Cervera has given the slip to two powerful fleets that have been scouring the ocean for a fortnight in an endeavor to catch him. All the American schemes depend thereupon. The Admiral Cervera, with four cruisers and a few destroyers, alone in the Atlantic, ignoring events in Cuba and in Porto Rico, and the position of the American squadron, has out-manuevered, disorganized and dispersed the latter, making the Americans believe they were threatened on every side.

"The torpedo boats Azor, Rayo and Ariete steamed from the Cape Verde Islands to the Canaries with the utmost precautions, hugging the coast by day and covering their lights by night. The Ariete, slightly damaged, was towed by the Ciudad de Cadiz, and the transports carried the smaller boats of the Vizcaya, the Almirante Oquendo, the Cristobal Colon and the Infanta Maria Teresa, probably so these vessels might be kept clear in view of possible battle."

REBELS ARE FOR SPAIN. [ASSOCIATED PRESS NIGHT REPORT.] MADRID, May 20.—The government, it is said, has received a dispatch from Havana, announcing that "the rebels have pronounced in favor of Spain, and are now making common cause with the Spaniards to defeat the Americans."

BLOCKADE ILLUSORY. [ASSOCIATED PRESS DAY REPORT.] LONDON, May 20.—The Madrid correspondent of the Standard says: "El Imparcial expects Capt. Aunon to display great vigor in the Marine Office. The other papers are less enthusiastic about him. The blockade of Cuba and Porto Rico, is considered illusory, as Spanish warships and merchant vessels are frequently moving from port to port between the islands. For example, the mail steamer, Alfonso XII went out from San Juan de Porto Rico to meet a vessel detached from Admiral Cervera's squadron, and then continued its voyage to Spain, after delivering an important communication for the commander. The success of Admiral Cervera in avoiding the American fleets and keeping them on the alert excites much enthusiasm, and causes the press to clamor for a prompt dispatch of the reserve fleet to the front."

THE PHILIPPINE EXPEDITION. [ASSOCIATED PRESS NIGHT REPORT.] LONDON, May 21.—The Madrid correspondent of the Daily Mail says: "Lieut.-Gen. Corrae, Minister of War, assured me that nothing definite has been decided upon with respect to the expedition to the Philippines. The government will be guided by circumstances."

"Rumors regarding a new big loan have been in circulation for some time. I know from a good source that Señor Puigcelver, Minister of Finance, will wait until the Cortes is closed before taking action in that direction. He will then negotiate a loan in gold for \$12,000,000."

FOATS AT THE CANARIES. [ASSOCIATED PRESS NIGHT REPORT.] LONDON, May 21.—A dispatch to the Daily Mail from Las Palmas,

MAY STARTLE THE WORLD

ENGLAND MAKING A SIGNIFICANT MOVE IN THE PACIFIC.

Her Fleet in Western Waters Being Strengthened to an Extraordinary Extent—Small Cruisers Being Replaced by Larger Ones.

[ASSOCIATED PRESS NIGHT REPORT.] VANCOUVER (B. C.), May 20.—The British fleet in the Pacific is to be strengthened to a considerable extent during the next few months. The Temeraire, the first battleship to be permanently stationed here, is being fitted out at Portsmouth, and will shortly for Esquimalt, and the big cruiser Warspite is also to be sent to join the Pacific fleet.

The fleet is to be strengthened by replacing some of the smaller cruisers with larger ones. The second-class cruiser Arcturion, being now on her way here to relieve the third-class cruiser Icarus. In the south the battleship Duke is to be stationed at Coquimbó.

Among naval men the opinion is rife that England is about to make a move in the Pacific that will settle the world, or if not this, she is preparing to meet a contemplated move of one of the other big powers.

SOCIETY WARRIORS.

Baltimore Men See Active Service in Cuba and Tell About It.

[ASSOCIATED PRESS NIGHT REPORT.] BALTIMORE, May 21.—Stuart Janney and Osman Latrobe, two society men of Baltimore who have returned here after a two-years' experience in the Cuban army, had some interesting adventures while there.

They landed from the Three Friends, were seven days finding the insurgent camp, during which time three of their party died from exhaustion, and all hands narrowly escaped being ambushed and shot by the people there. They were then taken to a place that is partially told by Capt. Janney as follows:

"We were taken back into the mountains," he said, "and our party assigned to places with Garcia's command, which consisted probably of twenty-five hundred men, three thousand of whom were white and the remainder negro. We were assigned to a battery and stayed in the artillery till about nine months ago, when Latrobe was placed on Brig.-Gen. Colodras's staff."

"We found that in the mountains nearly all the insurgents were negroes and a few white men, but that in the central parts of the island the troops were all white and commanded by white officers. We noticed that when a negro officer was killed or died, a white man was always appointed to his place. It seems that the policy of the insurgent government is to gradually put the army entirely under the command of white men."

"They are not so very gentle down there. Nobody expects to give a quarter, and a man might as well be killed at once as to be wounded and captured. They don't generally respect a flag of truce, so we sent them very few white flags."

"There were a number of Americans with us. There were Joyce of New York and Penny of Washington, who came back with us. Osmond, the University of Pennsylvania football player whose death we read of in the papers. Then among the others killed by the Spaniards there were Joe Chapple of Boston, and a French-Canadian named Huntington."

"The hottest fight we were in was at Bayamo, where the insurgents with 400 men attacked a Spanish party of about three thousand. They were acting as convoys for a train that had a lot of provision wagons. We lost something over 1000 men, and according to a Spanish report we saw shortly afterward, the Spaniards carried away 400."

"We were a number of Americans with us. There were Joyce of New York and Penny of Washington, who came back with us. Osmond, the University of Pennsylvania football player whose death we read of in the papers. Then among the others killed by the Spaniards there were Joe Chapple of Boston, and a French-Canadian named Huntington."

LEE LEAVES FOR THE SOUTH. [ASSOCIATED PRESS NIGHT REPORT.] WASHINGTON, May 20.—Maj.-Gen. Fitzhugh Lee, who is to command the Seventh Army Corps, now being mobilized at Tampa, left Washington today for Richmond, Va., whence he will proceed in a day or two to Florida.

Gen. Lee declined the offer of a wealthy stock breeder of North Carolina of a fine stallion for his use in the Cuban campaign. The general said that stallions were all that in politics and war, but for active service in the field he preferred two horses that would cost the government about \$100 apiece.

ARCADIA BRINGS NEWS.

Not More Than Twenty Spaniards Killed at San Juan.

[ASSOCIATED PRESS NIGHT REPORT.] NEW YORK, May 20.—The steamer Arcadia, plying between New York and Porto Rico, arrived here today. She was in the harbor of San Juan two days after the recent bombardment by Rear-Admiral Sampson's fleet.

Capt. Lloyd says that from fifteen to twenty Spanish warships arrived at Aguin Bay, Santo Domingo. The fleet was composed of one battleship, three cruisers and four torpedo-boat destroyers, also several supply ships.

She brought a report that on May 14 a fleet of Spanish warships arrived at Aguin Bay, Santo Domingo. The fleet was composed of one battleship, three cruisers and four torpedo-boat destroyers, also several supply ships.

LONDON PRESS COMMENT. Pro-American Attitude Maintained in Regard to the War.

[ASSOCIATED PRESS NIGHT REPORT.] LONDON, May 21.—[By Atlantic Cable.] The weeklies continue their pro-American comments on the war, and its international developments. The Speaker says:

"The ultimate results of the war cannot be doubtful. Any check the United States may receive will only increase its determination to persist. The intervention of the powers would make that determination unalterable, and if European complications bring on a European war, every great power in Europe, except ourselves and Germany, will find what Italy and Spain have found already—that its government is sitting on a volcano."

Referring to Mr. Chamberlain's advocacy of an Anglo-Saxon alliance, the Speaker declares: "We would welcome anything in the strengthening of the Anglo-Saxon alliance as security for Americans and English, but as a security that the best tendencies in social and political life would be given full play."

"ADJUT.-GEN." BARCOCK. TAMPA (Fla.) May 20.—Col. Babcock left Tampa last night under orders to report to Maj.-Gen. Merritt at San Francisco. He will act as adjutant-general of the Manila expedition.

NEWS SINCE MIDNIGHT.

[Under this heading are printed the very latest exclusive dispatches, being the cream of the war news in the New York morning newspapers of today, which is wired from that city about 5 a.m., reaching The Los Angeles Times about 2 a.m.]

MANILA EXPEDITION.

GREAT LATITUDE TO BE GIVEN TO GEN. MERRITT.

He Will Assume Supreme Authority in the Philippines, Commanding Both Army and Navy—Strict Secrecy as to Details.

[BY DIRECT WIRE TO THE TIMES.]

NEW YORK, May 21.—[Exclusive Dispatch.] Gen. Otis tonight was telegraphed from here complete instructions regarding preparations for the Manila expedition. They are reported to be very strong, and are in line, of course, with those given Gen. Merritt at Washington today by the President.

Having due regard to the character of Gen. Merritt's mission, the government officials maintain strict secrecy regarding the details of the orders. In general, they direct him to proceed to San Francisco at once, assume direction of the mobilization, equipment and embarkation of the volunteer and regular troops. They further order him to proceed with the second detachment of troops to Manila, where he will assume supreme authority in the Philippines.

In the absence of means of communication with his government, he will not hesitate to authorize such measures in the conduct of the campaign as he deems necessary or expedient. The combined naval and military campaign will be under his command, and as Military Governor he will have authority to direct such cooperation by the naval forces under Admiral Dewey as he sees fit. He will, in fact, hold a position under this government similar to that occupied by the captain-general of Cuba under the government of Spain.

FRENCH VIEWS OF THE ALLIANCE.

[BY DIRECT WIRE TO THE TIMES.]

NEW YORK, May 21.—[Exclusive Dispatch.] A Paris special to the Journal says: "M. Hanotaux, French Minister for Foreign Affairs, said today: 'I see no reason to object to an alliance, moral or otherwise, between England and the United States. Such an alliance does not necessarily militate against French interests; it may be conducive to preservation of peace. France is very friendly with the United States and not at enmity with England.'"

"Emile Zola authorizes the following statement, which he dictated tonight: 'I have not had time to study the question of a moral alliance between England and the United States, but such union would not be because of racial ties, but because of community interest between two nations having many common interests and few jealousies. Racial distinctions are growing very shadowy. The Italian is the only pure Latin race today. The American people are descended from many races; their habits and modes of thought being Anglo-Saxon and their language being English, make them tend toward England.'"

CERVERA'S ALLEGED PLANS. [BY DIRECT WIRE TO THE TIMES.] LONDON, May 21.—[Exclusive Dispatch.] A special to the Chronicle from Madrid says Admiral Cervera telegraphs from Santiago de Cuba that he will wait there to take coal and water and will then proceed as ordered.

A Madrid special to the Mail says that Admiral Cervera telegraphed that after coaling he would sail for Havana.

WANT HELP FROM THE CONTINENT.

[BY DIRECT WIRE TO THE TIMES.] NEW YORK, May 21.—[Exclusive Dispatch.] A World special from Madrid says: "A continental alliance for Spain, or intervention to stop the war, is now the joint aim of Señor Sagasta, Ambassador Leon y Castillo at Paris, and the court at Madrid. Events will soon demonstrate this."

COURIERS LANDED IN CUBA.

[BY DIRECT WIRE TO THE TIMES.] NEW YORK, May 21.—[Exclusive Dispatch.] A World special from Key West says the little steamer Tecumseh has conducted two landings upon the Cuban coast, thirty-five miles apart, and both within six hours. The Cuban surf, clear daylight and Spanish sentinels made the undertaking difficult.

Yesterday afternoon the Tecumseh sheered away from Cuba. Gen. Nuñez was on board, in charge of four Cuban couriers. One pair was Col. Baldomero Acosta and Estaban Delgado; the other was Maj. Alfredo Sima and Olympia Triveza. It was decided that one pair of couriers was to be landed at one point, and, if resisted there, the other couple was to be put ashore at a new place. Communication has been established with certain insurgent forces.

HULKS FULL OF DYNAMITE.

NEW YORK, May 21.—[Exclusive Dispatch.] A Key West special to the Journal says: "The fertile Spanish brain that has been adopting all sorts of devices to entangle blockading ships within point-blank range of the Havana batteries has been adopting a new expedient to destroy the warships. The latest device is the sending adrift of hulks made to resemble torpedo boats, after first loading them with dynamite in the hope that the American ships would ram them in the darkness. Several of these hulks have been sent out of the harbor. One was sighted two mornings ago off Cardenas by the tug Hudson. It appeared to be a torpedo boat, having two funnels and a gun over the bow. The tugs opened fire at

3000 yards and one of the shots knocked off the smokestack, which proved to be a wooden structure. Satisfied that the boat was merely a derelict hulk the tugs ceased firing.

A similar hulk was sighted by the Wilmington the next day. This also was rigged up so that it would appear at even a short distance to be a torpedo-boat destroyer. The Wilmington blazed away and sunk the hulk. As it was sinking the forward part of the craft was blown out, and cans containing explosives were picked up after the wreck sank. These facts were reported to Commodore Watson.

ANOTHER SPANISH OUTRAGE.

[BY DIRECT WIRE TO THE TIMES.] NEW YORK, May 21.—[Exclusive Dispatch.] A Journal special from Kingston, Jamaica, says: "Details of another Spanish outrage are being brought to light here. Capt. Castelví abducted a Cuban girl, name as yet unknown. Two brothers of the girl attacked the captain and both were killed. Castelví was arrested and placed in Moro Castle. His wife left him and arrived at Kingston yesterday on the steamer Adula."

CAPTURED A SPANISH WARSHIP.

[BY DIRECT WIRE TO THE TIMES.] NEW YORK, May 21.—[Exclusive Dispatch.] A Sun special from Kingston, Jamaica, says the Norwegian steamer America, Capt. Eventh, from Baltimore, has arrived at Port Antonio, bringing news of the capture of a Spanish warship. When some distance from Jamaica yesterday, the America saw an American warship towing a vessel, to all appearances a Spanish gunboat. The vessels were too far distant for their names to be distinguished, but Capt. Eventh says that the United States vessel that was doing the towing was either the St. Louis or the St. Paul. The place where the American warship and its prize were seen was off Cape May, eastern extremity of Cuba.

ONLY A HINT PERMITTED.

[BY DIRECT WIRE TO THE TIMES.] NEW YORK, May 21.—[Exclusive Dispatch.] A Herald cablegram from St. Thomas, D. W. I., Friday, says: "There was an important arrival from the North at noon today." This dispatch illustrates the strictness of the censorship the government has established over cable dispatches. As there would hardly have been any objection made to cabling the arrival of foreign ships, the message evidently has reference to the arrival of an American warship. What it was can only be conjectured, but it may have been the auxiliary cruiser St. Paul.

PROPELLER LOST.

[BY DIRECT WIRE TO THE TIMES.] NEW YORK, May 21.—[Exclusive Dispatch.] A Herald cable from Lima, Peru, via Galveston, says the American steamer Lago, bound from New York to Vancouver, put in at Callao with her propeller lost.

GREAT BRITAIN'S ULTIMATUM.

[BY DIRECT WIRE TO THE TIMES.] NEW YORK, May 21.—[Exclusive Dispatch.] A cablegram to the Sun from London says: "A grave report, having its origin in the official circle, caused serious uneasiness today in quarters that are not often disturbed by a political rumor. It is to the effect that the British government served notice on France several days ago, in terms amounting to an ultimatum, that she must renounce all claims in the African Hinterland within a month, and withdraw her expeditions and other representatives."

The correspondent of the Sun does not venture to vouch for the story, but it is significant that it finds somewhat ready credence among persons whose knowledge and judgment are entitled to respect. The impression has been general for some days that the recent speeches of Lord Salisbury and Mr. Chamberlain were intended to prepare the nation for a grave announcement.

TROOPS FOR THE PHILIPPINES.

More Nebraska Volunteers Arrive. Equipments Furnished.

[ASSOCIATED PRESS NIGHT REPORT.] SAN FRANCISCO, May 20.—The Nebraska volunteers, who were delayed at Reno by the railroad accident at Boca yesterday, arrived here this afternoon.

Superior fishing at Hotel del Coronado. New \$60,000 pier just constructed. The catch May 18 was as follows:

Barracuda..... 907
Spanish Mackerel..... 20
Yellow Tail..... 3
Halibut..... 4
Total..... 932

All the boats are not yet in at 5 p.m.

Lovers of Golf will find near the hotel the finest Links on the Coast, and the only ones having Grass greens in the State.

Write—
E. S. Babcock, Fig.,
Or enquire at Coronado Agency, Second and Third Streets, Los Angeles.

Fishing and Golf.

HOTELS, RESORTS AND CAFES—

GRANDEST WINTER RESORT

On the Pacific Slope.

BEAUTIFUL SANTA BARBARA

The Arlington Hotel.

The month of April contains all sunshine and flowers in Santa Barbara. It will take longer to view the many sights and attractions of Santa Barbara than any spot in California. Ocean bathing every day.

E. P. DUNN.

MAGIC ISLAND, SANTA CATALINA.

Fishing season now open. Hotel Metropole never closes. Island Villa opens July 1. America's greatest field for health and pleasure. Wild Golf shooting. The phenomenal stage ride, etc. Round trip daily. Sunday excursions allow passengers three hours on the Island. See railroad time tables. Full information and illustrated pamphlets from BANNING CO., 222 S. Spring St., Los Angeles.

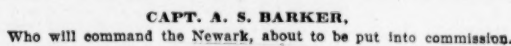
REDONDO HOTEL—Main Street or Boyce Heights Car. GRAND

CONCERT, free to our guests, on Saturday evening, May 21. Dancing follows. Special rates over Sunday. Train Los Angeles 10:30 p.m. E. P. DUNN. Phone Main 960.

EL SINORE THE LAKE VIEW HOTEL, delightfully situated, overlooks Lake Elsinore. Finest Hot Sulphur Water and Mud Baths. Sure cure for RHEUMATISM. Here first-class Address E. S. TRAPHAGEN, Mgr.

ON THE TIP TOP—Wilson's Peak 6000 feet above the sea level. Camping privileges at reasonable rates. New mountain summer resort at Hennepin's Flat open for campers. Special rates Los Angeles and Pasadena Electric and Terminal Railways. For terms address HARRY WILCOX, Mgr., Wilson's Peak Park.

HOTEL VINCENY—609 to 610, entrance 615 South Broadway. Summer rates begin May 1, lowest daily or monthly rates. American or European plan, fine Café attached. Telephone Main 1269. E. W. JONES, Proprietor.



direct of bringing about an earlier close of the war than had been expected. He thought, however, the indications were the war might last a year.

Senator Nelson of Minnesota said he believed that Congress would adjourn within a month.

The Cabinet was a little late in assembling.

Foreign-born Volunteers.

CHICAGO, May 20.—Four hundred and sixty stalwart Swedish-Americans

number of men in camp was more than doubled, and it would have been trebled had all the troops arrived be- fore to go into camp. The regiments now actually in camp are from Penn- sylvania, Illinois and the District of Columbia.

Major-Gen. William M. Graham, for- merly commander of the Department of the Gulf, who has been assigned to the corps command at Camp Alger, ar- rived today. He announced that he would assume command of the troops in camp tomorrow.

The great value of his work is shown by the fact that many of the vessels of the auxiliary navy, and most of the old monitors that have been commissioned for coast defense purposes, are manned almost altogether by the naval militiamen.

STATE DEPARTMENT RELIEVED.
[ASSOCIATED PRESS NIGHT REPORT.]

WASHINGTON, May 20.—The State Department today announced that the *Bolivia*, the Hamburg-American liner at Key West, which was authorized to

THE GREATEST AND BEST REMEDY FOR RHEUMATISM

"I think I would go crazy with pain were it not for Chamberlain's Pain Balm," writes Mr. H. Stapton, of Erie, Pa. "I have been afflicted with rheumatism for several years, and have tried remedies without number. But Pain Balm is the best thing I have ever got hold of. It is the greatest and best remedy for rheumatism I have ever tried." One application relieves

Fatal Toledo Fire.

TOLEDO (O.) May 23.—Damage to the amount of \$350,000 was caused tonight by a fire which destroyed the six-story building at Superior and Jefferson streets occupied by Dow & Sons, wholesale grocers. The falling of a wall carried down Fireman Herman Bishop, K. Trepanski and Willis,...

Bishop, K. Trepenski and Wills, who are believed to have perished.

THE TIMES-MIRROR COMPANY.

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 AND FROM 18,500 TO 21,000 WIRED WORDS DAILY.

DAILY AND SUNDAY, 12 cents a month, or \$2.50 a year. DAILY WITHOUT SUNDAY, \$7.50
 1 year; SUNDAY, \$2.50 WEEKLY, \$1.50.

Sworn Circulation: Daily Net Average for 1897.....15,111
 Daily Net Average for 1898.....18,991
 Sunday Average for 12 months of 1897.....19,258
 Sunday Average for 12 months of 1898.....23,361
 NEARLY 100,000 COPIES A MONTH.

Entered at the Los Angeles Post Office for transmission as second-class mail matter

AMUSEMENTS TONIGHT.

LOS ANGELES—A Texas Street.
 ORPHEUM, Vaudeville.
 BURBANK, The Nominée.

THE WAR SITUATION.

Below are summarized the more important developments of yesterday in connection with the war situation: Whereabouts of Cervera's fleet still doubtful, though it is believed to be at Santiago de Cuba.

Very rigid press censorship maintained at Tampa and Key West. An important strategic move believed to be imminent.

Gen. Merritt will probably be given 15,000 to 17,000 troops for the Philippines, with 5000 regulars. War spirit growing more rampant at Madrid.

Gen. Gomez said to be closing in on Havana at the head of 15,000 insurgents. Madrid dispatch reports that Cervera's fleet has left Santiago de Cuba.

The Charleston to sail for Manila at noon today.

THE PRESS CENSORSHIP.

Under ordinary circumstances anything in the nature of a press censorship in the United States would be intolerable and impossible. Freedom of the press is one of the bulwarks of our system of government. In times of peace, there is absolute freedom of the press throughout the length and breadth of the land. This freedom is in some cases abused, but the penalty for such abuse is almost invariably visited upon the offender in the form of general public condemnation. The American people are able to discriminate between liberty and license. While they staunchly uphold freedom of speech, within decent and reasonable limits, they are quick to condemn the abuse and prostitution of that freedom.

The conditions now existing are extraordinary, and are such as to warrant some departure from the general rule. The press censorship established by the government with reference to the publication of campaign plans is wholly justified by existing conditions. It applies exclusively to the advance publication of military and naval plans and information. In no sense does it contemplate the censorship or control of press opinions. Its sole purpose is to prevent the furnishing of important information to the enemy, to the detriment of our cause. The free publication of information which should have been kept strictly secret has in several instances been of benefit to the enemy, although the war is only one month old. The necessity for placing some restrictions upon such publication is therefore apparent.

Every patriotic citizen will recognize the necessity for suppressing some of the vital facts of the campaign, so long as they are of strategic value. All the legitimate news of the war will be given to the public in due course of time. It is just and necessary that some information shall be held in reserve, temporarily. The press censorship established by the government is therefore fully justified by circumstances, and no truly patriotic citizen can rightfully object to it.

The yelling of Boston's hysterical populace that sees visions of Spanish fleets and dreams lurid dreams of devastating Spanish armadas, is what is serving just now to keep the nations of the earth in a state of gayety bordering on explosions of mirth. Boston is certainly the hub of horror in the year '98, and its hubbub drowns the roar of Sampson's cannon. Go off some place, Boston, and freeze. You weary.

Señor Enrique Capriles, the Governor of Santiago de Cuba, issues a pronouncement that would do honor to Blanco himself. Were Spanish gunners as expert in firing projectiles as these governing officials are in shooting off language, this nation wouldn't even be able to take a walk, let alone taking Cuba.

Let us hope that Spain will start a fleet to Manila. If it does, we ought to have Cadiz in ashes before the armada gets half way through the Suez Canal.

The Harvard appears to have moved out into the large, wide, open sea, where there is room to get away, upon which we heartily congratulate her.

A BATTERY FOR LOS ANGELES.

A movement is on foot, as has been announced through the news columns of THE TIMES, to secure for this city a battery of four breech-loading guns by raising funds for their purchase through a public subscription. It is altogether likely that, if any weapons on wheels are seen in this city during the present war, the great American public of Los Angeles will have to buy them. As a correspondent says in a letter to this paper: "While the belief has become established that our paternal government is going to ship to the care of two or three thousand, more or less, raw levies of men, a few million dollars' worth of modern ordnance, ranging from machine guns of 23 caliber up to the latest thing in 8, 10, and 12-inch guns," such a belief is likely to become thoroughly exploded when the fact is made public that the government is not going to do anything of the kind, because it hasn't the weapons to send, even had the War Department the inclination to equip us. As this same correspondent further says: "It is known from history how, during the late 'seventies,' boards of trade, mayors, committees of safety, prominent citizens, etc., in all the war border towns and cities frantically howled, implored, and at times threatened, for the purpose of securing something, anything, all things, for home defense. How these shriekers for help fared is of record in the War Department. Here is a sample howl: 'Secretary Stanton: For God's sake, send us a cannon or we'll leave the dog-gone town.' [Signed] LEWIS, Mayor.' The indorsement on this shrieky dispatch reads: 'Received 11:23 a.m., Sept. 9, 1862. Routine, Sept. 12, 1862. No guns. Mayor probably gone.' [Signed] STANTON."

As this virile correspondent well says: "The government, like God, helps those who help themselves, and while the battery it is proposed to purchase for Los Angeles might not save a nation, the same four little barkers might prove to be worth their weight in diamonds in the defense of a city."

As is well known, the gun-making plants of this country are working night and day to supply ordnance demanded by our field forces and in defense of our large cities, especially on the Atlantic seaboard, which, by many American citizens, is presumed to be "the whole thing." The Pacific Coast will be the very last to receive consideration, as it always has been in affairs in which the general government is concerned; so if we are to have any artillery in Los Angeles, our only hope is to buy it and pay for it with our own money. Dependence upon the government in this emergency will show supineness on our part; it will be unsafe; it will involve dangerous delay, because the government has already a tremendous task on its hands in providing ways and means to prosecute the war on a larger scale.

The guns offered are to be had at a very reasonable price, but unless speedily secured may be sold to some more enterprising city. We ought to have them, and once purchased, they will be the property of the purchasers and remain an equipment which the city will always count as a valuable asset. Citizens! Help this gun project out!

According to a Madrid dispatch, although Sampson's cannonading "did but little damage," the defenses at Porto Rico were "considerably shaken." Admiral Sampson no doubt proceeded on the assumption that these fortifications should be "well shaken before taken."

The capturing of Spanish spies seems to go on industriously, but so far there is a painful lack of executions. A supply of this deficiency will be appreciated by the country, and will at the same time have a tendency to put the sly business into innocuous desuetude.

The Spaniards having shot a British soldier at Gibraltar, we need not look to any board of inquiry to find out whether it was by an outside or an inside explosion. John Bull's methods are direct, and the settlement for this affair will be prompt, we may be sure.

Tesla has written an article on "How I Can Disable Any Warship Afloat," which goes to show that his typewriter is keeping a close second to Blanco's. Tesla is certainly the greatest destroyer on paper that ever permitted a fleet to operate in perfect safety.

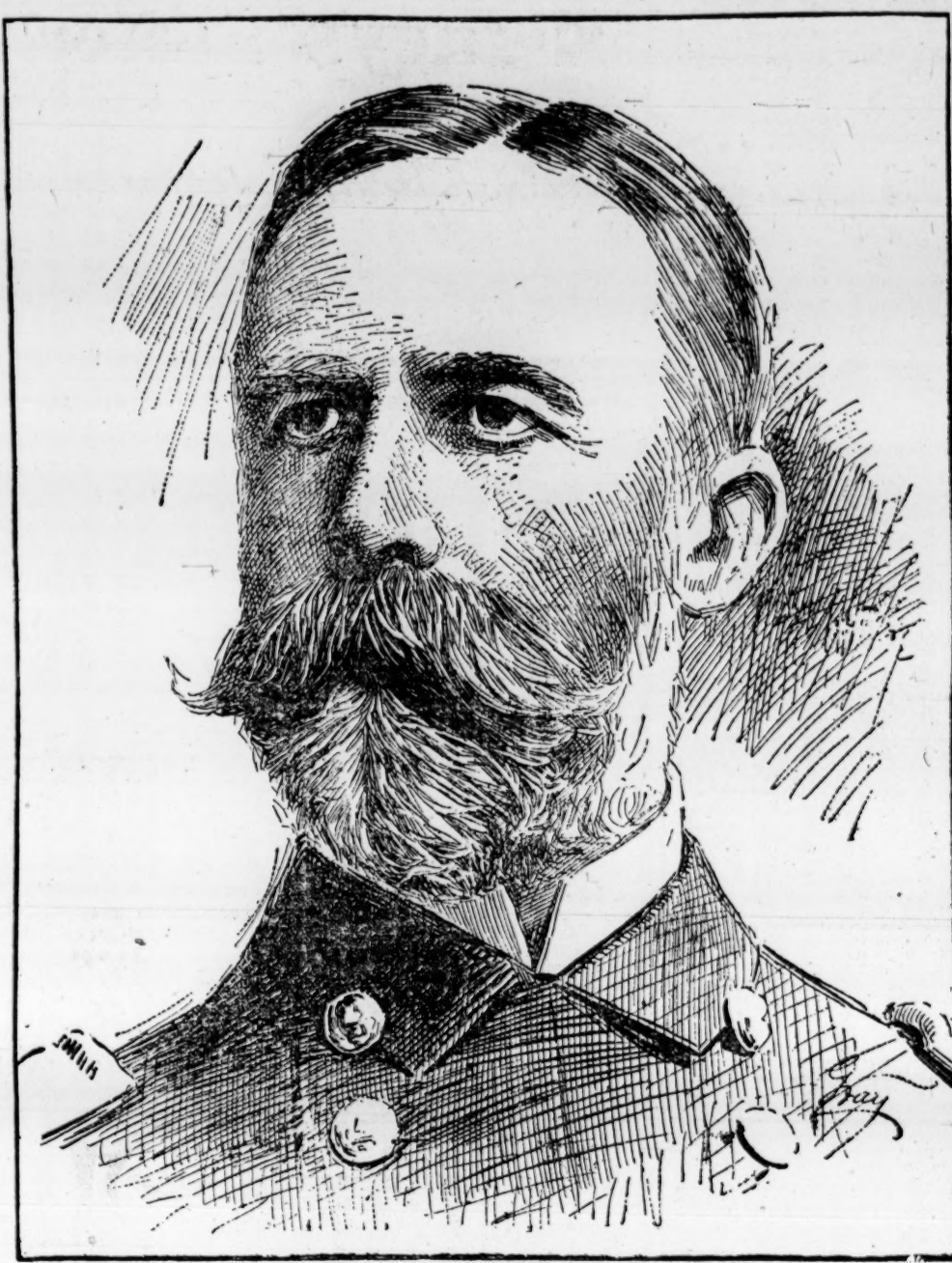
When the cruel war is over, Uncle Sam will, in all probability, announce a great bargain day of islands and other relics of an effete monarchy. England, Germany, Russia and Japan, please take notice, and save up for our clearing-out sale. [At the proper time see ad. in THE TIMES, first page, top of col., next r. m.]

Blanco has his lamps trimmed and burning at Moro Castle, but when the time comes we feel every confidence that Sampson, Schley or Watson will be able to "douse the glim" without any great amount of difficulty or delay.

Rice and sardines are the chief articles of diet in Santiago de Cuba, and we must agree that it is a combination which has its drawbacks.

The war fever in Spain is said to be abating. The Manila flier is conducive to a cooling of fevered brains, so to speak.

In the international game of hide-and-seek, Cervera evidently wants to do all the hiding, leaving Sampson to be the continuous "it." Some-



ACTING REAR-ADMIRAL SAMPSON.

body ought to send the Spaniard a book of rules of the game.

Three several dispatches from Madrid state that Cervera's fleet is at Santiago de Cuba. If this be a fact it is the first bit of truth that has leaked out of the Spanish capital for a full month.

Like the cat told of in story, the Charleston came back. That ship must have a preacher and a white horse stowed away on it somewhere.

POLITICS.

Henry T. Gage was interviewed yesterday by a Times reporter. He was asked: "Mr. Gage, do you expect to be a candidate for the Republican nomination for Governor in the coming campaign?"

"I cannot tell accurately about my political movements at this time," replied Mr. Gage, "for the reason that I have business affairs that may soon take me out of the State and into Mexico for some months, and possibly for a length of time that would preclude my being a candidate for the Governorship, or any other office, even had I any desires in the direction of office. And I cannot tell for a couple of weeks or so whether I shall be compelled to go to Mexico or not."

"Have you not been frequently solicited during the past several months to stand for the nomination for Governor?" was asked.

"Yes," Mr. Gage replied, "from all quarters of the State. But while these expressions are grateful and flattering, they have not had the effect of inducing me to say I would stand for the nomination. Should I ever consent to become a candidate for this important office—an office worthy of the ambition of any citizen of the State—I shall do so only when convinced that it is the general desire of the people, without reference to the desires of factions or bosses. It is a matter of indifference to me whether these desires approve or disapprove of any political attitude may assume. I am heartily opposed and always have been, to anything like bossism, and the idea of a crowd of men getting together and saying that the Governor shall come from one quarter, the Senator from another, the Secretary of State from another, and in a similar way attempting to farm out the whole republicanism to a few individuals, is repugnant to our Republican institutions, which, by their very nature, require that the people in their representative capacity shall name all public officers, which is equivalent to saying that this important function shall not be usurped by cliques or bosses."

"Mr. Gage, I call your attention to it," said Mr. Gage, "I have this to say: I am not in the habit of noticing anonymous communications. I decline to be interviewed in that manner, and the publication being both anonymous and untrue, it is unworthy of any consideration, and I decline to be interviewed on any subject contained in anonymous communications."

"Reverting to the geographical feature of the situation," was then asked, "what are your views touching the location of the Governorship and the Senatorship, respectively?"

"I have heard much about the alleged 'concession' by the north to the south of the Senatorship and also by the south to the north of the Governorship. But to me such 'concession' of the Senatorship to the south seems not only illogical, but impracticable, because the gentlemen, namely the members of the Legislature, who are to determine this question, have not as yet been nominated, much less elected, with the exception of the holdover Senators. And since no conventions have been called either in the north or in the south to determine the delegates who will have the decision on the question

of the Governorship, it is manifestly different set of principles come into play. We then have the balance of power dogma stripped of all modern improvements for the preservation of peace. The question every nation will ask itself is whether the United States will gain any possessions by this war that are likely to prove a menace to other nations in the future. If we shall seem about to do so, it is extremely probable Europe will consider that it might as well fight first as last, and may forbid us to proceed.

Consider for a moment what the effect will be on European policies and politics if the United States attempts to possess the Philippines, Hawaii, Porto Rico, and the Canaries, or even some of them. These possessions will carry us at once into the front rank of colony-possessing nations, and will be a constant menace to the possessions of other powers in every quarter of the globe. It will inevitably mean that we are to be started on a career of expanding commerce and expanding possessions.

"Of course, it is quite true that we do not now intend to do anything of the kind. We have no desire to be aggressive. We are content with our continental expansion, and do not now thirst for activity abroad. But all this is certain to come when once we start to annex foreign lands. The question is whether Europe will permit us to start."

"Americans, as a rule, do not realize the feeling that exists abroad concerning the annexation of the Philippines, and the present war are pure, and we have a vague feeling that the foreign press is full of calumnies and lies, and that we are a desire for conquest."

We look down upon the 'daggers' and feel certain that whatever people in Europe may say, they do not really realize that we are far superior to the Spaniards in every way.

The truth is exactly opposite to this. Hence, if it altogether probable that the dangers of making peace will be greater than those of making war, if we shall retain any of our captured territory."

But as we do not understand this point of view, and as we have an excellent good conceit of ourselves, and as we have been rendered exceedingly cocky by our unparalleled victories in the present war, it is very likely that we shall resist any attempt to dictate to us.

We have been separated from European politics for so long, and it has been so long since any one cared to interfere with us, that we are not disposed to acknowledge the binding force of the unwritten laws of Europe, nor to submit our plans to the system of checks and counterchecks with which European statesmen have reckoned from childhood.

And if we do resent interference, if we do insist on retaining our conquests, if we do insist on disturbing the balance of power—what then? Will France go to war with us to hinder us? Will Germany, whose expanding commerce and colonial possessions will be endangered by our competition, submit? Will England, now our friend, remain so?

To the eyes of far-seeing statesmen here in Washington, there is more danger to us from England and Germany in the settlement of the terms of peace than there is from France and Austria in the inception and continuance of the war.

CRITTENDEN MARRIOTT.
 A SONG FOR OUR FLEETS.
 A song for our fleets—our iron fleets
 Of grim and savage beauty.
 That plow their way through fields of spray,
 To follow a nation's duty.
 The winds may blow and the waves may flow,
 And stars may hide their faces,
 But little we reck our stars or deck,
 Still glitter within their places.
 Let never a one who gazes on
 This pageant, dim but splendid,
 Doubt that our coasts from hostile hosts,
 Will gallantly be defended.
 A desperate foe may wish us woe;
 But what is their petty knavery
 Against the right when backed with might,
 And Anglo-Saxon bravery?

A song for our fleets—our gallant fleets,
 Neath flags of glory flying.
 That carry the aid, so long delayed,
 To those that are crushed and dying;
 And flames may show and blood may flow;
 But still, with a stern endeavor,
 We'll rule the main and lash foul Spain
 From our western world forever.

WILL CARLETON.
 Medrano Sentenced.
 SACRAMENTO, May 20.—Judge Hart today sentenced Jose Medrano, convicted by a jury of assault with intent to murder his wife, to a term of twelve years' imprisonment at the Folsom penitentiary.

A BOUNDING CIRCULATION.

How the circulation of the Los Angeles Times forges ahead is shown by the figures following:

The daily average circulation of THE TIMES for the year 1897 was 19,258 copies, and by the month of April, 1898, it had increased to a daily average of 27,100 copies. The Sunday circulation of THE TIMES since November 23, 1897, (the last Sunday before the introduction of the magazine feature) was in detail as follows:

November 28	26,200
December 5	27,700
December 12	27,550
December 19	27,550
December 26	27,700
January 2	27,000
January 9	27,800
January 16	28,000
January 23	28,000
January 30	28,000
February 6	28,000
February 13	28,000
February 20	29,500
Total	775,950

Average for each Sunday of the year 1898, showing an increase from 26,200 on November 28, 1897, to 41,520 on May 15, 1898.

These results, both daily and Sunday, outstrip, by more than two to one, the circulation of any local rival, and go to show the popular demand for THE TIMES as a seven-day morning newspaper, publishing "all the news all the time."

HIS REASON.

[Chicago Dispatch:] A rattling good story on the late John Chamberlin, whose place in Washington was and is the most noted resort for famous men in all the country, has just been told by a Chicago clubman returned from Washington: "I had it from Lieut. Lucien Young of the navy," he said, "and Young ought to know, as he was the uncompromising victor."

"One of the habits of Chamberlin's clear up until the time of his death a year and a half ago was Senator Beck of Kentucky, famed as a commissioner of good horses, pretty women and fine whisky, but incidentally noted as one of the most ingenious apologizers in Washington when it came to buying a supporter or even wine for a party of gentlemen."

"The Senator, John Chamberlin and Lieut. Young were all victims of good living, and each had a snuff box, the twines were in the habit of taking long walks at the measured pace peculiar to arduous exercising."

"A famous walk down to the Thomas Circle, in which is the equestrian statue of 'Old Pat' Thomas. It was about four blocks away, and was a heroic constitutional to each of the three."

"Once, as Lieut. Young and old John approached the circle and stories and groans having become a bit monotonous, Chamberlin looked up and caught sight of the Thomas statue. He was instantly filled with an expansive admiration. He said to the other two: 'Look at that! That's a fine fellow! He's a real horse!' and John broke forth in glowing encomiums."

"It was the finest equestrian statue in Washington. The pose of the horse was superb. The proportions were remarkable. Such a magnificent breadth of chest; such beautiful legs; even the fetlocks were perfect."

"Young, being a naval man, and a judge of whisky rather than of horses, quite agreed with old John, and the return was distinctly noticeable. The three were sitting in Chamberlin's passing away the time and incidentally, when suddenly Senator Beck broke forth in violent abuse of the equestrian statue in Washington."

"Never in the world were there such caricatures, such mischievous imitations, of the noble and the beautiful horse. The sculptors were masons, not artists, and their work was the heaving of stone with a sledge hammer."

"Bah the Eternal, sah, ah and a judge of horses and women and whisky, and ah say, that is not a horse in Washington. These fellows are no good. I do not think half the statues are bad."

"All, sah. Yes, sah; that is not a good horse in Washington."

"Why, the Thomas statue is a masterpiece. Such a pose, such a breast and head; why, even the fetlocks are perfect."

"You ah wrong! The horse is a caricature."

"Now, Senator, I will bet you a bottle of wine that the Thomas statue is perfect."

"Taken, sah! I am proud to take you."

"All right, we will leave it to Chamberlin here," and Young, sure of his wager, turned to his instructor, saying, "Come, let's look at the head of the Thomas statue one of the finest pieces of equestrian sculpturing you ever saw."

"Old John stirred his inevitable baked apple in his inevitable brandy with the slow, mechanical motion of years of practice. He blinked his eyes profoundly, looked over the head of Young and then said, deliberately: 'I must agree with Senator Beck. I think the Thomas statue one of the grossest libels on a noble animal that was ever perpetrated in stone.'"

"Lieut. Young received it like a hero. He did not say a word, but put on the wine. Then he laid for Chamberlin."

"When he got him alone he raised his magnificent fist, voice to a storm and wanted to know what Chamberlin meant by throwing him up in the air. 'You old rascal looked at him in open amazement.'"

"Why," said he, as though it was the most reasonable of things, 'you are only a lieutenant in the navy, and Beck, sir, is a United States Senator.'"

Awarded
 Highest Honors—World's Fair.
 Gold Medal, Midwinter Fair.

DR.
 PRICE'S
 CREAM
 BAKING
 POWDER

MOST PERFECT MADE.
 A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.

In all the great Hotels, the leading Clubs and the homes, Dr. Price's Cream Baking Powder holds its supremacy.

40 Years the Standard.

ARIZONA NEWS.

ERECTION OF THE TERRITORIAL
CAPITOL ASSURED.

Bonds for the Building Sold to An
Ohio Banker at a Premium.
Plans Called For.

NEW RAILROAD AT PRESCOTT.

BUILDING ROOMS IN NEARLY ALL
ARIZONA TOWNS.Fatal Accident at Tucson and Others
Less Serious at Other Points.
Widow Sues the Workmen
of the World.

PHOENIX (Ariz.) May 18.—[Regular Correspondence.] The sale of the capitol building bonds Monday, consummated by the commission consisting of W. S. Adams of Jerome and H. B. St. Clair and L. N. Bell of Phoenix, was an important step in the history of Phoenix as well as of the Territory. It marked the beginning of the era of permanency. The Territorial capitol is no longer to be placed on wheels nor, when stationary, to be at the mercy of landlards and located in restricted and inconvenient quarters.

By the sale of the bonds to Charles R. Mayer, cashier of the First National Bank of Columbus, Ohio, the Territory secures \$100,000 in cash, paying 2 1/2 per cent. commission. All the money will be available before a shovel full of dirt is thrown in excavating, as the law requires that even before the plans and specifications are engaged the funds must be secured.

The plans of the new building have been outlined by members of the commission and will prove of interest to the people of Arizona in general. To begin with, the commission does not intend to erect a building that will stop at a cost of \$100,000. It is believed that Arizona will grow in the future much more rapidly than it has in the past, and starting on this theory it is felt that a building costing \$100,000 will in a few years prove entirely inadequate for the demands made upon it. The commission, therefore, has outlined plans for erecting a building that will cost when completed about \$300,000, but it is proposed to make a structure with the funds at hand that will be symmetrical and complete in itself and then add the balance of the building until completed as the pressure for room increases.

The capitol, it is furthermore proposed, shall be composed as nearly as possible of Arizona materials. Brick made from the soil, red sandstone, onyx and granite from the quarries, agatized wood from the petrified forest, plus from the Mogollon country, each to appear in its proper place and will demonstrate the resources of the territory. In this respect the building will prove unique.

The building shall be a money-maker, as well as a money-saver. The Territorial officers, who are now scattered in various office buildings in Phoenix, will be given handsome and commodious quarters. The Federal Court and its officers will also occupy rented apartments in the building. The revenue from this source will be considerable. Herein is found, in fact, one of the most logical arguments in favor of Arizona erecting a permanent capitol. The furnishings throughout will be thoroughly modern, including steam or hot-water heat.

Advertisements for plans and specifications will be made immediately, and it is said that architects submitting drawings will be allowed full scope to display their talents. The architectural design of the building has not been designated by the commission.

The present Territorial administration, of which the commission is a part, is to be congratulated upon its energy and push in carrying forward this improvement. A capitol has been contemplated for years, but nothing really decisive was done. A bill authorizing the bond issue was passed by Congress since Gov. McCord was appointed, and in the interim when capital is refusing to venture in new channels of investment, the money has been secured, and on terms as advantageous as could be obtained in piping days of peace.

PHOENIX IN BRIEF.
Constable John Beck left Saturday for Globe with a warrant for the arrest of W. F. Schaller, who is accused of aggravated assault on little six-year-old Annie. He returned Wednesday with his prisoner.

Mrs. Charley Moore had a narrow escape from serious injury Sunday afternoon while returning from a little excursion into the country with friends. She stepped out on the foot-board of the trolley to change her seat while holding her four-year-old daughter in her arms, and in some manner her dress caught in the wheel, dragging her to the ground. The wheel evidently ran over her, but the soil was so soft and yielding that no bones were broken. Mrs. Moore, however, sustained a severe laceration about the shoulder and face. Her little daughter was only slightly hurt.

E. O. Grant has been appointed to act as registration officer for Maricopa county.

Twenty-five cents a head for cats is the price paid by several chicken raisers in Tempe. Those cats that rove about the fields are apt to become more or less wild and prey upon small game, especially young chickens. These cats are a source of continual torment to the chicken raisers, who are glad to pay a small bounty to have the cats killed off.

Rev. Father O'Grove of Dublin, Ireland, who has been spending the winter here, left last week for Banning, Cal.

J. W. Field of Gila Bend is in the city for a few days, arranging his business matters preparatory to a season of medical treatment in Los Angeles.

E. J. Bonsall, mining expert, has accepted a position at the Vekol mine and left for there Sunday evening.

T. H. Benton of San Francisco, who has been stopping at the Hotel Adams for a few days, was at one time the champion pistol shot of the world. He is laden with medals won in France, Germany, Switzerland, Russia and Mexico.

The bodies of George Dean and James Toney, the victims of the railroad accident at Tempe last Sunday, were interred in this city Sunday.

The fire department held the annual election Monday evening, resulting in the choice for Chief of Henry Fowler, assistant, Julio Marro; secretary, Thomas D. Molloy; treasurer, Alex. Rheinhardt; surgeon, Dr. William Duffield; engineer, A. E. Cobb; stoker, E. Gonzalez; and janitor, J. W. Simmons.

Articles of incorporation of the Storm Cloud Gold Mining Company were filed in the office of the Territorial secretary last Monday. The capital stock is \$100,000. Yuma will be the principal place of business, with a branch office at Chicago.

William E. Gray, a mining man from Denver, arrived here last week to look

after his Arizona interests. He is largely interested in the Swallow mine and other properties at Buzzard's Roost.

Mrs. Wilhelmina Zockler, through her attorneys, Baker & Bennett, filed suit in the District Court last week against the Workmen of the World. The Workmen refuse to pay the insurance policy for \$2000 carried by the late R. B. Zockler, who, the lodge people claim, died of a heart attack. This is denied by the friends of Mrs. Zockler.

Thomas J. Prescott, who has been serving as bailiff in District Court for some months past, has bought an interest in the Arizona bakery and will take the active management of the business. Mr. Prescott will not sever his connection with the court.

Ten aparceros packers who will serve with the army of invasion of Cuba left for St. Louis Tuesday. The government pays the cost of transportation and all of them are picked men, experienced at the business.

Officials of the Maricopa and Phoenix roads are in the market for a carload of fifty burros. This is one of the honors that have been thrust upon them by a customer in Seattle who desires to use the critters in the Klondike trade.

There have been more cases in the Justice Court in Mesa the past week than in the same month last year. The new opera-house is fast nearing completion and it will, when finished, be the second best building in the city.

PRESCOTT.

PRESCOTT (Ariz.) May 18.—[Regular Correspondence.] The new railroad to Big Bug and Mayer is commencing to show tangible evidence upon the face of the right-of-way. Grading for a distance of twelve miles was completed last Saturday, being about one-third of the total distance, and one mile of track, connecting with the main line of the Santa Fe, Prescott and Phoenix road at its camp of the workmen, have been laid. This is done in order to save the labor of unloading heavy supplies at the Junction, and hence for the greater convenience of the contractors.

The Big Bug end of the road is said to entail considerable heavy construction work, but the contractors are confident that they will have it all finished within six months of the time the first track was begun.

Prescott is having flag-raising without number. Even the Chinese have raised "Old Glory" over their joss-stand. The Mongolians seem to understand the issues at stake and their newspapers are said to have commended favorably on the treatment accorded the Chinese at Manila. It is not improbable that the wash-washers men have an eye to business as well when they raised the emblem of liberty.

A flag presentation will take place at the public school Friday on behalf of the citizens of Prescott, while another will be raised to the breezes by the children of the Sisters' school on Friday.

Sheriff Ruffner has arrested King Trery, supposed to have participated in robbing the Gladiator stamp mill. E. P. Echan, live stock agent of the Santa Fe, Prescott and Phoenix Railroad, whose only sister has been dangerously ill at Kansas City, Mo., has recovered word that she is improving slowly.

The windstorm on Sunday closed with a rainstorm in the evening and a light sprinkle of snow on the surrounding mountains—enough to make them white in appearance. A bright straw-berried editor in Southern Arizona aptly says that watermelons at Yuma, strawberries and cream at Phoenix and snow and ice at Prescott and Flagstaff demonstrate that there are great probabilities in Arizona.

The telegraph facilities at Prescott have been put to a severe test since the war began.

The capital county delegates to the Pythian Grand Lodge meeting at Tucson report having a tip-top time.

T. G. Harlow-Massicks is reported as getting along favorably.

The Rev. Mr. Brown of the Episcopal Church has received his commission as chaplain in the cowboy regiment and left for San Antonio Tuesday evening, via Phoenix.

S. E. Fuller returned last week from Walnut Grove. He brought in a young man named Eckels, who was arrested by Sheriff Ruffner on a charge of robbing the Crowned King stage some time since. Eckels has lived in the Walnut Grove for several months and bears a good reputation.

Jules Baumann, who sustained serious sprains to both of his ankles in an accident on Easter Sunday, is able to be around on crutches.

A telegram received last Saturday stated that J. D. Carter, of the Arizona volunteers, has been promoted to a lieutenancy.

S. J. Holsinger, special agent of the Interior Department, arrived last Saturday. Timber depredations are his specialty.

The old Bellevue Hotel is being temporarily repaired. The big building project to be erected will not be commenced until it can be seen what can be done with the city bond and until waterworks and sewerage are fully assured.

W. G. Blakely, the well-known attorney of Kingman, is in town on legal business.

TUCSON.

TUCSON (Ariz.) May 18.—[Regular Correspondence.] A building boom here, with the result that competent carpenters and builders are without exception employed continuously. The class of buildings going up is of the best. In many instances the structures being of brick. They include not only business houses, but residences as well. Thus while several new houses are approaching completion others are being projected. In the southeastern part of town three brick residences will soon be commenced.

Billy Reid is arranging to convert his opera-house into a hotel, his plans showing arrangements for hotel rooms. He will name the place the Plaza Hotel, and as the surroundings are desirable the building will prove a money-maker.

To enumerate all of the improvements, both great and small, would be somewhat difficult. Tucson is building up, however.

Paul Abadie is in receipt of a letter from his eldest son, who is a surgeon in the French army, stating that he is anxious to resign his position, come to the United States and enter the army here. The patriotism of the young man is pleasing to all Americans, but more especially so to the citizens of Tucson, for he was born in this city and raised here.

One of those attending the Grand Lodge, Knights of Pythias, and enjoying the pleasures, was Wiley E. Jones, district attorney of Graham county, who aspires to Congressional honors on the Democratic ticket.

Nicola Anderson, who at once began to erect a cyanide plant at the Mammoth mine with a capacity of 120 tons daily. He has purchased the tailings and has worked for three years to come lying right before him. Twenty-eight men will be employed.

The annual commencement exercises will be held this year on June 2 in the opera-house instead of the university, as heretofore. The innovation will be appreciated by the citizens generally, as the opera-house is vastly more convenient and will accommodate many more people. The Philomathean Literary Society will also give its entertainment in the opera-house on the evening of June 1.

Mr. and Mrs. Fred Payekin have just returned from a trip to the Agua Caliente hot springs, located on the Gila, north of Sentinel. These springs are comparatively little visited on account

of their inaccessibility, but are a good bit of a natural phenomenon. The hot waters bubbling up from the bowels of the earth are said to possess great curative qualities and are admirable for bathing. The water is utilized by adjoining ranches for irrigating.

Marius Martin, a well-known building contractor, 37 years old, died Saturday after a short illness. He was a native of France and has been here for three years.

The fact that the street car line has finally reached the Territorial University is a subject of congratulation among the students.

George Acton and young son are in the city from their home on the San Pedro.

W. J. Schultz, one of the most successful farmers in the Casa Grande Valley, visited here last week. He reports that entire section of the country as being gloriously prosperous.

Baxter, Ellis & Co. have sold the Twin Butte copper mine to the Saginaw people for \$60,000, of which sum \$2000 was paid down.

Hon. R. C. Garland, United States assistant attorney general, is in the city to represent the government in taking testimony in pending Indian depredation losses before the Court of Claims.

The barbers have formed a combine and now charge 25 cents for a shave.

The Board of Supervisors have ordered fourteen iron hitching posts to be placed about the courthouse yard.

A coaching party returning from San Xavier mission last Friday was unceremoniously dumped overboard by one of the nuts of the rear wheel of the coach coming off and the wheel with it. Fortunately no serious injuries were sustained.

A distressing accident happened Sunday by which Frank A. Mitchell lost his life. He was engaged for the day to drive the coach running between the city and Hillside Park, and at the time of the accident was about picking up passengers. He was going too fast, and in making a turn at the corner of Meyer and McConals streets, turned too short. The coach was upset and he was thrown to the ground, striking upon the side of the head. He was picked up unconscious and so remained until he died at 4:30 p. m. None of the passengers was seriously hurt, though several were bruised. Mitchell was a long-time resident of the Territory and for many years was in the employ of the government as driver and packer. He leaves a widow and one child. On learning of the accident the people at the party subscribed \$40 toward the cost of burial.

Col. Charles von Erxleben has resigned his position as chief draughtsman of the office of the territorial general for this Territory with the intention of establishing himself in business. The Arizona Medical Association meets here this week.

ARIZONA-AT-LARGE.

W. A. Milton of Briggs has been appointed a notary public.

Lieut.-Col. Kosteritzke of the Mexican Army is in Nogales from Magdalena with a troop of forty-five cavalrymen.

A common question nowadays in Williams is "Will you go on my bond?" Wee unto thee, Babylon. Thy time draweth near.

The Santa Fe railroad has just contracted to furnish the Mexican Central Railway with 10,000 cars of coal. The coal will be delivered at the mines. Most of it will come from the Cerrillos and Gallup mines.

At a meeting of the City Council of Flagstaff last week it was resolved to impose a monthly license on nearly all professions and businesses, such as lawyers, merchants, etc. This will help lift the city's debt.

Little Otto Nagiller of Williams was peculiarly injured at the Saginaw mill last Friday. While running a board through a knobby machine, he was caught and flying rearward struck the boy a stunning blow back of the ear, incapacitating him for duty for the rest of the day.

W. N. Hunter, manager of the J. M. Dennis lumber yards at Kingman, is filling a large order for timbers and lumber for the Mercur Mining company at Chloride. The carloads of lumber have been ordered from the yards at Kingman.

Gen. L. H. Manning returned last week from Round Bay where he has just closed negotiations for a mining property, paying \$20,000 cash to bind the transaction. He says he arrived there in time to see an accidental mine burned in about an hour and a half.

Krupp, the great gun and mining machinery manufacturer of Essen, Germany, has an expert at the mines looking for the rare metal uranium.

Twelve cars of cattle were shipped from Glendale by the S. F. P. and P. last Monday for Kingman.

Treasurer Hoff of Pima county last Saturday made out 141 deeds to Territory for taxes for 1895.

The school house in Kingman has so many new buildings in course of construction in Nogales at one time as there is now.

The ten-year-old son of Pedro Labat, living on a ranch near San Jose, met with a frightful accident last Saturday. His father was cutting hay with a mowing machine when the boy fell in front of it and was run over. His left foot was cut off clear from the front of the heel to the hollow of the instep.

Hon. W. F. Nichols, member of the Live Stock Sanitary Board of Wilcox, visited Bisbee last week on business.

James Phillips of Dalhart, Tex., is being accepted the cattle he purchased there to the extent of some 4000 head for the Minnesota and Dakota Cattle Company.

It is stated upon good authority that Col. C. E. Bean, formerly delegate in Congress from Arizona, has succeeded in securing J. B. Hastings, the mining magnate, in his Arizona properties, that great results are expected to flow from the connection.

Father Dilly of Flagstaff has tendered his services to Gov. McCord to go as chaplain to any troops sent from Arizona.

A flow of honey will soon begin from the Salt River Valley, which is an important industry of that section.

Mrs. Lizzie Warner of Tempe has presented Company C, the National Guard of that place, with a twenty-foot flag.

About \$200 head of cattle have been shipped from Geronimo during the past two weeks.

N. C. Flarsen, a prominent cattleman of Kansas City, Mo., is at Bisbee championing a party of Chicago and Omaha cattle dealers.

Among other important improvements the Southern Pacific Company will construct a new bridge across the Colorado River this summer. The new bridge is to be built on masonry piers and will have one span of 200 feet and two of 150 feet each.

The employees in the railroad shops at Winslow are putting in all the time they can stand. It is nothing but work, eat and sleep with them just now.

Bisbee is to have a projectoscope entertainment next week wherein will be shown all the battles of the United States and Spanish navies.

Young Marshall Bird, who was seriously hurt, by being thrown from a horse at San Antonio, Tex., is said to be recovering. He will not, however, be able to rejoin his troop, but will return to his home in Nogales.

The Corda brothers are working their mine in Pima county, and are said to be extracting ore worth from \$3.50 to \$5.00 per ton.

The school bonds of Yuma were sold to the Fireman's Fund Insurance Company of San Francisco this week.

Ex-Gov. Thornton of New Mexico was in Bisbee last week on business.

John L. Davis, Martin Buggie and

Remarkable
Glove at 58c...

Two hundred and forty women will be very happy over some very special Gloves on sale today—two hundred and forty pairs of what are known to the trade as "mended gloves," which from one cause or another have been returned to the maker as imperfect but which really are as good as new.

As long as they last at 58c a pair. Very finest quality real kid in latest shades. Such makes as "Mascotte" and "Eskey," and others. Only a careful glove expert could detect the shortcoming. Clasp, lace or button style. Buy enough to last you all summer.

W. Strauss & Co.
425-427 SOUTH SPRING ST. BETWEEN 4TH & 5TH STS.

The Well Dressed Man

Likes to have his clothing just a little different from the ordinary. It must fit perfectly, the fabric must be exclusive to avoid "commonplaceness." The tailoring must be equal in every respect to the merchant tailor clothes. This is just exactly the kind of man we are catering to.

Men's Spring Suits.
\$8.50, \$10, \$12, \$13.50, \$15, \$18, \$20, \$22 and \$25.

Mullen & Bluett Clothing Co.
N. W. Cor. First and Spring Sts.

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... IN ...

ALASKA!

GREAT NORTHERN STEAMSHIP CO. Will Dispatch for

KOTZEBUE SOUND THE FAST SAILING IRON AND STEEL SHIP

about 1000 tons, built in 1897. Will proceed direct to Kotzebue Sound, and arrive at Sound as soon as any vessel leaving earlier. Largest and Strongest Ship in this Trade. Fitted with social hall, smoking room, and billiard room. Freight in this ship lowest at lowest rates. Fare, including 3000 pounds baggage, and passage up Ku-Buck River, in light draught river steamer to head of navigation, about 20 miles, \$2.00.

EXCURSION RATES

Round trip from San Francisco, with 500 pounds of baggage, with privilege of stopping at all points en route, and return on our ships during the summer of 1898. Best of accommodations—staunch and safe. Close inspection invited. Full information, call or address.

GREAT NORTHERN STEAMSHIP CO.

Rooms 1009 Broadway, Oakland, Cal.

G. McCall, general agent, 46 Market street, one block from ferry, San Francisco. Or to J. M. Moore, 300-310 Davis street, San Francisco; or on board ship at Howard street, wharf 1, San Francisco; or at Holloway & Van Derwerf Room 353 Byrne Building, cor. 3rd and Broadway, Los Angeles.

STEAMERS FOR ALASKA

For dates of sailing from San Francisco and all particulars, apply to Johnson, Carvell & Co., Los Angeles St.

others from Williams are in the Yaqui gold country.

An inspection of the new smelter being erected at Williams shows that the present stack will smelt the copper ores of the Grand Cañon.

John W. Garritt has purchased the famous old McGee ranch, a half mile from Mrs. Helen Jameson of California. It has been idle for a good many years, but in years gone by it was referred to as the richest silver ore producer in the country.

The monument which has been reared over the grave of Edward Schieffelin, the founder of Tombstone, is a magnificent affair. The base is twenty feet square and three feet high, and the monument proper is constructed of brook granite blocks. The hill into which the grave was cut at Schieffelin's request, is formed of this material.

Col. Wood telegraphs Gov. McCord that the Arizona Cavalry, a cavalry regiment is the finest-looking body of men he has ever seen. The gallant colonel will take pride in showing the boys to the Spaniards.

The Mexican government, in order to avert further inroads of the Papagos in Sonora, has stationed a company of soldiers at the border.

The new schoolhouse in Safford will be a credit to the city when completed. Arizona stockmen who have been through the Panhandle report that cattle there are thin this spring.

Kingman is to have a gas plant.

The Masons of Williams are taking steps to organize a local lodge.

The Oasis of Nogales has incorporated, and articles were filed with the County Recorder this week.

The Oasidians have received word from Washington that the patent to the Nogales town site will issue in about six weeks.

Charles Gracey is moving the machinery of the old Empire mill from Todd Basin to Klondike camp, and will be receding it on rich gold ore from that district.

G. W. Beecher has just returned to Kingman from Temple Bar and reports great activity at that place.

William Weed, who enjoys the distinction of being one of the fastest court reporters in the United States, arrived in Tombstone this week to act in his official capacity during the session of the court.

The Indians on the Colorado River had a fight last week, in which some shooting and cutting was done.

The mining camp of Congress is slowly receding from the effects of the recent fire, that swept nearly the whole town away. The business men who were burned out are putting up adobe houses instead of frame as formerly.

A stranger who passed through Bonita this week on his way to Cuba, was a veritable walking bank. When he arrived in town he had \$7000 sewed in the lining of his coat and vest.

On account of the increase of business the Arizona Copper Company at Clifton has been compelled to put in a new switch on the north side of the depot.

Alex. McIntyre, a former well-known Tombstone stage driver, has resigned his position as messenger on the Santa Fe railroad and gone to war, having been commissioned as chief clerk.

The Decatur Copper Company of Decatur, Ill., is pushing development

Rich and brilliant
with graphic and
timely matter..

The
Los Angeles
Sunday
Times

For May 22, 1898,

AND ITS
POPULAR
Magazine
Section.

SPECIAL ARTICLES:

The Capital of Peru.
A city made of mud and fishing poles; by Frank G. Carpenter.

Our Fathers' War Songs.
Lyrics that will live as long as the Republic; by G. S.

A Day with Secretary Long.
War-time work in the Navy Department; by Jas. W. Clarke.

The Literary Outlook.
The first run of war literature; by E. C. Martin.

A Veteran's Story.
How a brave forager met his fate; by Corporal G.

The Road to Success as an Author.
William Dean Howells' ideas about it; by M. S.

Looking Beyond the War.
An interesting interview with Senator Chandler; by A. W.

Among the Old Soldiers.
Lying awake nights to discuss the fighting against Spain; by M. M.

A Forerunner of Manila.
The night attack at Wei-Hai-Wei Bay; by Kinnouke.

The Non-Combatants of the Navy.
Valuable auxiliaries to our fighting fleets; by R. G. Skerrett.

Wooden and Iron Walls IV.
The battle of the English channel, 1851; by T. R. M.

Woman's Page.
Show Your Colors—The proper hues for feminine humanity. Women Who Have Fought For Their Country. The Typical Western Woman. Dainty Spring Dishes. Living on \$1 per Week; by Aunt Ruth.

Boys and Girls.
A Brave American Sailor. News About the Brownies—Palmer Cox to take the little people to Europe on some new ventures. Some American Medals—Honors bestowed on soldiers, sailors and Indian chiefs; by F. K. Scribner. The Modern Messenger Boy. Bees Used in War.

The Theatrical World, Wings in Society,
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If you read THE TIMES you get all the news.

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DIAMOND STUDS
AT IMPORT COST.

We are selling all Diamonds and Diamond Jewelry at import cost. By import cost we mean the exact figure the merchant can buy it from the importer. We are not selling for less than cost. Just cost.

\$90 Diamond Stud for.....	\$72.00
\$160 Diamond Stud for.....	\$115.00
\$65 Diamond Stud for.....	\$48.00
\$35 Diamond Stud for.....	\$27.00
\$12 Diamond Stud for.....	\$8.00
\$13 Diamond Stud for.....	\$9.25
\$25 Diamond Stud for.....	\$18.00
\$75 Diamond Stud for.....	\$58.00

JEROME.
Teddy's Terrors Recurred from Every Section.

JEROME, May 11.—[Regular Correspondence.] H. J. Allen has been appointed School Trustee.

Ed Leggett, Martin Raddin and Mr. Jackson were the volunteers accepted in Teddy's Terrors from this place.

John P. Clum of California, but formerly Indian agent at San Carlos, Ariz., has been commissioned as postoffice inspector to establish postoffices and routes in Alaska, and is now in that Territory.

A man arrested on the suspicion of being Fox, the Tucson forger, has been turned loose. A Tucson officer who came out with him was not the right man.

LISSNER & CO.,
GOLDSMITHS, SILVERSMITHS AND OPTICIANS,
235 South Spring Street.

GLOSSARY

—OF—

Military and Naval Terms, Geographical Names, etc., Used in the Hispano-American War.

MILITARY TERMS.

Knowledge Necessary to Understand War News—Handy Lexicon of the Army and the Navy for the Use of the General Reader.

Here are some of the words which war is bringing into use and with which those who read the news of the day will need to get acquainted if they want to understand what the army and navy are doing. It does not profess to be a complete lexicon of war terms, but it makes clear the meaning of a good many words that are coming into common use.

ARMS SYSTEM. electric signal lights carried on a stay from a masthead and made to show a series of red or white lights.

ARMAMENT. a term expressing collectively all the guns of a ship.

ADJUTANT. regimental staff officer who assists the colonel in the details of duty.

AIDE-DE-CAMP. an officer acting as the official organ of a general—his substitute.

ARMISTICE. written agreement between hostiles for a cessation of active warfare for a certain period.

ARMY CORPS. the largest subdivision of an army.

BOW-CHASER. a gun mounted in the bow to fire on retreating vessels.

BARBETTE. a fixed circular belt of armor rigidly attached to the deck, protecting the turret, which revolves inside. The guns fire over it. Guns are mounted on barbettes when they are over a parapet and not through portholes.

BATTERY. a place where guns are mounted; a number of guns taken collectively.

BATTLESHIP. a ship carrying heaviest guns and thickest armor to stand the heat of a naval engagement.

BRIDGE. a platform extending across the deck above the rail for the convenience of the officers in charge.

BULKHEAD. any partition separating apartments on the same deck.

BUNKER. a fire storeroom on a ship.

BASTION. an irregular defensive line forming an angle outside the main line of a fort.

BATTERY. one, a company of artillery; two, cannon in position for firing; three, an earthwork sheltering cannon in action.

BREVET. an honorary commission and title. An officer exercises the full power and receives the full pay of his brevet when assigned to duty as such.

BRIGADE. a group of battalions or regiments, nominally four.

BRIGADIER-GENERAL. an officer in rank between a colonel and major-general; usual command is a brigade.

CABLE. a long, strong chain used to retain a ship in place at anchor.

CANNON. a gun mounted on board of a ship for raising heavy weights.

CARTRIDGE. a case containing a charge of powder for a gun. Cartridges for great guns are usually put up in serge cloth bags. Those for rapid-firers are put up in copper cylinders.

CHAMBER. that part of the bore of a gun which receives the powder.

CONNING TOWER. the armored tower forward where the wheel, engine telegraphs, etc., are placed, and where the captain is supposed to go to direct the fighting of his ship in time of action.

CROSSBOWS. the short arms extending across the topmast.

CROWN. the round-up of the deck from level line.

CROWN'S NEST. a perch for a lookout at the masthead.

CRUISER. a ship just below the battleship and just above the gunboat. An armored cruiser has side or vertical armor and horizontal or deck armor. A protected cruiser has horizontal or deck armor only. An unprotected cruiser has no armor.

CUTLASS. sword used in the navy.

CANNONER. an artilleryman who serves the guns in action; a gunner.

CAPTAIN. commander of a company; rank between lieutenant and major.

CARBINE. a short-barreled shooting iron carried by cavalrymen.

CHEVON. rank mark worn on the upper sleeves of non-commissioned officers.

COLOR GUARD. a detail consisting of a sergeant and seven corporals to carry and protect the colors of a regiment. The members are selected for bravery. Voluntary regiments have two sergeants, one each for the national and State flags.

COMMISSARIAT. the subsistence department of an army.

CONTRACT OF WAR. generally articles pertaining to warfare, as guns, ammunition, military and naval stores of all kinds, and sometimes corn, hay and coal.

COUNTERSIGN. general watchword of a camp.

DEAD LIGHTS. coverings to the side air ports.

DINGY. the smallest boat on a warship, also "dinghy" and "dingy."

DISPLACEMENT. the weight in tons of the volume of water the hull of the ship displaces.

DRAFT. the depth of the keel of a ship below the surface of the water; spelled also draught.

DEBUSHING. marching out from a confined space upon open ground.

DIVISION. two or more brigades.

DRUMHEAD PARADE. a military parade with drums.

DRUMHEAD COURT-MARTIAL. a court-martial suddenly called to try offenses which demand an immediate example.

ENSIGN. the national flag; also the lowest grade of commissioned officers in the navy.

EMBARRASURE. an opening in a parapet for a gun to fire through.

ESCALPMENT. a steep descent or declivity.

FALSE KEEL. a plank bolted to the main keel so that when a ship touches bottom it will not be injured and not the main keel.

FATHOM. a measure of six feet.

FIRST WATCH. the watch from 8 to 12 midnight.

FUSE DECK. a deck from stem to stern without a break.

FORECASTLE. the forward end of the ship.

FOUR PEAK. the extreme forward hold of the ship, where the paint-room and other storerooms are.

FUNNEL. the pipe for carrying off the smoke, called often smokestack or smokepipe.

FUSE. the local apparatus for inflaming the charge of a shell or torpedo.

FIELD ARTILLERY. cannon, both heavy and light, having the quality of mobility; the smallest of the field as distinct from forts.

FIELD OFFICER. an officer between captain and general—major, lieutenant-colonel and colonel.

FLAG OF TRUCE. a white flag carried by an officer sent to communicate with the enemy.

GANGWAY. a thoroughfare; the aperture in the ship's side where people enter and depart.

GLACIS. a sloping bank or causeway upon the walls or bank of a fortress.

GREAT GUNS. the heavy ordnance of a ship. All guns above 6-inch caliber are styled great guns. Below that guns are now usually called rapid-firers or rapid-fire guns.

GUN. a generic term for the pieces composing the armament of a ship.

GUNBOAT. a small vessel, usually under 200 tons displacement, with gun power developed rather than speed or coal-carrying capacity.

GARRISON. a body of troops stationed to defend or control a town or to defend a naval base.

GRENADE. a small shell thrown by hand and discharged by a time fuse.

GUARD MOUNTING. ceremony of installation and placing a camp guard.

GUIDON. a small flag or streamer carried by each company of mounted troops, usually a company.

HALF MAST. to lower a flag midway between the truck and the deck.

HATCH. an aperture in the deck more than two feet square. When smaller they are usually called manholes.

HOWITZER. a short, light cannon to throw a large projectile with a small charge of powder.

HULL. the body of a ship independent of masts and rigging.

HONORS OF WAR. privileges allowed to a garrison on surrendering.

JACOB'S LADDER. short ladder with wooden rungs and rope sides.

KEEL. the bottom plate of a ship, extending from stem to stern. The frames are bolted to it.

KNOT. a distance of 6082 feet; a mile 3280 feet.

LAUNCH. usually the largest boat on a ship, used for steam or pulling.

LINE OF FIRE. the line of the prolongation of the bore of a gun when fired.

LIST. to lean on one side or the other.

LINE OF BATTLE. formation of an army for battle.

LONG ROLL. a drumbeat call "to arms" in an emergency.

LIEUTENANT. commissioned officer subordinate to a captain.

LIEUTENANT-COLONEL. an officer of rank next below a colonel.

LIEUTENANT-GENERAL. rank below that of full general and above major-general.

LUNETTE. a detached bastion.

MACHINE GUNS. those in which the operations pertaining to continuous fire are automatically performed by machinery. Cartridges are supplied to the chamber, fired, the empty case withdrawn and a fresh cartridge inserted.

MONITOR. a low freeboard armored vessel with one or two turrets, each carrying one or more guns; nearly flat bottom and with very light draught of water, designed by Ericsson.

MAJOR. officer next in rank above a captain and below a lieutenant-colonel.

MAJOR-GENERAL. rank next below lieutenant-general and above a brigadier-general.

MASKED BATTERY. one hidden from knowledge of the enemy until it opens fire.

NONCOMBATANT. any person with an army not called upon to fight.

OFFICER OF THE DAY. an officer for a day at a time, who has charge of the camp guard and advance posts.

OFFICER OF THE GUARD. an officer detailed daily for service with the guard.

ORDERLY. a soldier who communicates orders or carries messages for commanding officers.

ORDERLY SERGEANT. the first sergeant of a company.

PENNANT. a narrow flag, "cock" ship, hoisted by all vessels in commission commanded by an officer not of flag rank.

PRIVATEER. a private armed vessel commissioned by the government in time of war to prey upon an enemy's commerce.

PROTECTIVE DECK. the armored deck, curved, protecting the vitals and extending from the ram to the stern.

PROVOST MARSHAL. keeper of military prisons.

PLATOON. a subdivision of a company.

PICKET LINE. line guarded by small bodies of men placed at intervals.

PIQUET. detachments guarding an army from surprise.

QUARTER DECK. the upper deck abaft the mainmast.

QUARTERMASTER. in the navy a petty officer who has charge of the steering of the ship and assists the navigator. He has charge of the logs, leads, colors, signal gear, etc.

QUARTERMASTER. a regimental officer in charge of clothing, forage, fuel, quarters, etc.

RAMPART. an elevation or mound of earth around a place capable of resisting cannon-shots, and having the parapet raised upon it.

RAPID-FIRE GUNS. those for which cartridges and projectiles are made up as one whole.

RATE. in our navy a classification of ships according to displacement tonnage—above 5000 tons, first rate; 3000 to 5000, second rate; 1000 to 3000, third rate; below 1000, fourth rate.

REARDECK. an armored space in the center of the ship protecting the turret mounds and ammunition.

FEDOUT. a small fort of varying shape, for temporary use.

REGIMENT. the largest permanent association of soldiers. It is commanded by a colonel.

SMALL ARMS. firearms carried in the hand.

SQUADRON, FLYING. a squadron of observation that cruises rapidly from place to place in the sky.

SPAR DECK. the upper deck on which the turrets are placed.

STARBOARD. the right hand side looking forward.

SHOULDER STRAPS. narrow straps with insignia of rank of officers.

SHRAPNEL. thin-shelled shells containing small balls.

SKIRMISH. a slight fight between small or detached parties.

SKIRMISHERS. soldiers in loose array, covering the front of an attacking column or a line on the defensive.

STAND OF ARMS. a complete outfit for one soldier.

STAND OF COLORS. a single flag or guidon.

TROOP. unit of cavalry and corresponds to company in infantry.

VEDETTE. a private in cavalry.

VEDETTE. a sentinel detached in front of a picket post.

NAUTICAL NAMES.

Of course, the introduction of steam has done much to do away with many things and names of things aboard a ship; and the modern warship is as different from the majestic Niagara that laid the first Atlantic cable of 1858, in conjunction with the British frigate Agamemnon, as the Niagara herself differed from the old Constitution and United States. As a friend of ours remarked the other day, they haven't got no more use for sailors aboard our men-of-war what they want now are blacksmiths, plumbers and gunsmiths." While this is an exaggeration, it is nevertheless true that two years of apprenticeship on board of a sailing schooner is of comparative little use to a man, for the moment he is transferred to a battleship or a cruiser, he has to learn everything anew. Still, this is a naval rather than a military war, and hence The Times gives a vocabulary of nautical terms for the convenience of its non-nautical readers:

ABRAFT. on the stern of the ship.

ABOVE. water or discontinuous.

BACK WATER. an order to reverse the stroke, so as to check headway.

BALLAST. the weight placed in a ship's run (see Run) to keep her from capsizing when her cargo is discharged. In some ships this is supplied by tanks.

BARK. a three-masted vessel without yards on the mizzen.

BEATING. or tacking, is when the wind is ahead and the ship can only make progress by sailing zigzag courses.

BELAYING PIN. a stout iron pin, socketed into the ship's rail for fastening sheets, lifts or braces.

BEST BOWER. the ship's largest anchor.

BINNACLE. a place for the compass, lighted by a lamp which sheds light on the compass.

BITTS. two heavy upright timbers used for fastening moving cordage, and generally placed close to the mast or windlass.

BOATSWAIN. petty officer of the ship, who attends to cleaning decks and looks after what they want now are blacksmiths, plumbers and gunsmiths.

BOOM. the spar to which the lower portion of a fore-and-aft sail is fastened.

BOSTON FUMMERS. a code of signals designed by R. B. Forbes of Boston, differing from the Morse Code.

BOWSPRIT. a spar coming out of the bow of the ship, to which is fastened the jib.

BOX THE COMPASS. to read off the thirty-two subdivisions of the compass, starting with north, going east, and so around again to place of beginning.

BRACE. a rope used to move the yards from one side to the other, as the wind demands.

BRIG. a two-masted vessel, with cross-yards on each.

BRIGANTINE. a two-masted vessel, square-rigged on the foremast, BURGE, a flag, either red or blue, with the ship's name in white letters.

BUMPKINS. small timbers projecting from the ship's side, at deck level, by which main braces are hauled through.

CAPSTAN. a horizontal machine for hoisting anchor or heaving the ship ahead.

CAULKING. driving oakum into a ship's seams, and covering them with pitch to exclude water.

CAVIL. a heavy block of wood or iron, shaped like the letter T, used for fastening masts in mooring ships.

CHOCK. an oval aperture in the ship's rail to haul through a small hawser or spring line, which all modern ships the chocks are equipped with sheaves at either end.

CHOCK-A-BLOCK. close-fitting. Same as "Two Blocks."

CHAFING GEAR. pieces of old canvas and matting used to wrap around the sheaves to keep the sheets and braces from wearing the sheaves.

COMPANIONWAY. the stairs leading down into a ship's cabin from the poop deck.

CORVETTE. naval name for a bark.

COUNTER. the concave portion above water line.

COXSWAIN. the man who steers the ship.

CRUTCH ROPES. two ropes at the ship's stern, used to hold the spanker boom steady, in the center, when not under way.

DEAD EYES. small blocks without pulleys, into which are wove the lines that hold down the shrouds. (See H.M.S. Pinarej.)

DINGY. a small rowboat propelled by two oars; smaller than a yawlbout or cutter.

DORY. a small sloop built of great draft of water to enable it to withstand a heavy sea.

ENSIGN. the flag of the nation which the ship's owners are citizens.

EIGHT BELLS. rung at 4, 8 and 12 o'clock daily.

FOREYARD. the lowest and largest spar across the foremast. The like of the mainmast is called the main yard, and the one on the mizzen is sometimes called "cross jack."

FOREMAST. the upright spar nearest the bow of the ship.

FOUR BELLS. rung at 2, 6 and 10 o'clock daily.

GAFF. the spar at the upper end of the fore-and-aft sail.

GAFF TOPSAIL. a three-cornered sail placed above the gaff. A fore-and-aft schooner carries one for each mast.

GALLEY. ancient name for a war vessel. Now applied to the cookhouse on a ship.

GIG. a small boat for communicating with shore, used exclusively by the master.

GIVE WAY. begin to pull at oars.

HANDS. small ropes by which flags or sails are raised aloft.

HANDSPIKE. a heavy wooden bar about four feet in length, used for heaving at a capstan or windlass.

HATCHWAY. a square opening in the deck by which ingress to and egress from the hold is made.

HEAVE TO. to keep the ship stationary by hauling her headstays aback and leaving the others set free, with the bow direct to the wind.

HOLD. the ship's hull, exclusive of officers' or men's quarters.

HOLY SEWAGE. a piece of stone used with sand, in scrubbing the decks.

HOOKER. a small boat, but used only on the coast of Ireland.

HOUSE FLAG. a flag which bears the initials of the ship's owners.

JIBBOOM. an extension of the bowsprit, on which is set the flying jib.

JIBGUMMAST. the one that carries the jib.

JIBGUMMAST. the one that carries the jib.

KEDGE. a small anchor used with a light cable, to warp a vessel ahead.

KEEL. a heavy longitudinal timber, forming the foundation, from which the ship's side timbers are raised.

KEELSON. a longitudinal timber placed inside for strengthening the keel.

KETCH. a sloop with a small jibgumma at the stern. Obsolete in American waters.

KNIGHTHEADS. two strong pieces of timber at the bow, into which the bowsprit is bolted.

LEE SIDE. the side furthest from the wind.

LIFT. a rope used to lift a yard or boom into its proper position when making sail.

LIGHTER. a sloop built to carry cargo from shallow water to and from ships which have to finish out their load in the channel. Those of London, New York and Liverpool are built with open hulls, and are not decked over.

LONG BOAT. the ship's principal boat. Kept on deck upside down, while at sea.

LUGGER. a small sloop used for trading purposes in the British Channel.

LUGSAIL. a sail with a gaff and no boom. Now seldom used except on the coast.

MAINMAST. the mast nearest the center of the ship.

MARLINSPIKE. an iron spike about fourteen inches in length, used for separating the strands of heavy cordage in order to effect a splicing.

MARINER'S SIGN. a series of flags designed to convey messages from one vessel to another without interrupting their respective voyages.

MARTINGALE. a small spar hanging perpendicularly under the bowsprit to MIZZENMAST, the one nearest the stern, where three are used.

OAKUM. sometimes called tow, made from picking up fine the fibers of tarred rope.

OLDS APEAK. a small boat, order, by which the oars are drawn in so as to let the handle rest upon clear under the gunwale.

OLD HORSE. the ship's salt meat put up for long voyages. Hence the barrel in which it is kept is called the "harness cask."

ORK. a fishing vessel, now used only in the British Islands.

OUTHAUL. a rope used to stretch a fore-and-aft sail outboard.

PEAK. the outer end of a boom or spar.

PENNANT. a long and narrow flag indicating the rank of the commander. Used only in the navy.

PERIQUA. a light-draft schooner used for navigation of shallow waters. Called perique in tributaries of the Gulf of Mexico.

POOP. a superstructure extending from the stern of the ship, forward, about 30 per cent. of her length and used as an officers' cabin.

PORT. (or Larboard) the left side of the ship. The term "larboard" has fallen into disuse.

QUADRANT. a nautical instrument used in determining the horizon, divided into four (1) sections.

QUARTER. the convex portion of a ship's stern.

QUARTER BOARDS. two small boards with the ship's name placed on the side near the stern. They are often placed near the forepeak, but maritime laws do not insist upon it.

QUARTER GALLERY. a lateral protection from the stern of the ship, with two windows, something like bay windows in modern houses. The big wooden frigates Niagara, Colorado, Wabash and Roanoke were the first frigates built without them. Now obsolete.

RATINES. the ropes strung across the shrouds like the rounds of a ladder. Never used on the topgallant or royal shrouds.

READY ABOUT. or "stand by for stays," means get all ready to tack ship.

REEF. to reduce a sail, in heavy weather, so as to keep the vessels from being blown down.

REEF POINTS. the ropes by which the unused portion of a sail is secured to the boom.

REVENUE CUTTER. this vessel varies in different nationalities. In England they are also called "revenue cutters." In America they were topsail schooners, prior to the introduction of steam.

ROPE YARN. cordage of any thickness, made by unravelling of larger ropes.

RIDDER. an implement at the stern of the ship for steering purposes. Sometimes worked with a wheel, sometimes with a bar called a tiller, and on very small vessels with foot pedals.

RUN. that portion of the stern below the water line, between the keel and orlop deck.

SCHOONER. a two-masted vessel, rigged without yards. The old Baltimore—clippers were schooners with a fore topsail only.

SCULL. to propel a small boat by means of a single oar, inserted at the stern, from which, Ericsson first conceived the idea of the screw propeller.

SCUPPERS. holes in the side of the ship by which water is drained from the deck.

SERVING. wrapping a big rope with smaller cordage to keep it from wearing out.

SEXTANT. an instrument for observing the horizon, divided into six (6) sections.

SHEET. a rope used for stretching a sail out to catch the wind fairly.

SHIP. a vessel with three or four masts, square-rigged on three of them.

SHIP'S EYE. the extreme triangle of the bow, forward of the forecastle.

SOMEWHAT. a small boat.

SHOE. a strip of timber placed outside the keel to prevent its being injured by contact with rocks or sand bars.

SHROUDS. heavy cordage led down from the head of the masts to fastenings of iron called channels (or chains) in the ship's side.

SIDE LIGHTS. for night use. Two colored lanterns of French pattern, the green being placed on the starboard and the red on the port side. This to avert collision.

SIX BELLS. rung at 3, 7 and 11 o'clock daily.

SLOOP. a vessel with a single mast.

SLOOP-OF-WAR. a three-masted vessel rigged like a corvette, but of larger class.

SLUSH. grease of any kind used about decks.

SMACK. a fishing vessel with three compartments, one of which admits water to keep the fish alive.

SNATCH BLOCK. a pulley open on one side, so as to admit using it without reeving the rope through it.

SPUN YARN. a tarred cordage about a quarter of an inch thick, made for serving the rigging.

STAYS. ropes like shrouds, but led down fore and aft, instead of athwartships, from the head of each mast.

STARBOARD. the right-hand side of the ship, looking forward.

STAYSAIL. a sail set by being fastened to one of the stays. Not used when going before the wind.

STROKE OAR. The man who sits next to the coxswain, and from whom all the others take the stroke.

STUDDING SAIL. out of date since the decadence of clipper ships. An extension of the chief sail on each mast, and never used above topgallant sails.

SWINGING BOOM. a spar set out horizontally from the ship's sides, to which small boats are moored, so they will not knock the paint from the ship's side.

TAFFRAIL. a small rail built above the bulwarks of the ship.

TERN. a fore-and-aft schooner, having from three to five masts.

THROAT. the end of a boom or gaff nearest to the mast.

TOPS. small platforms placed on the heads of the lower masts for a lookout man to sit upon.

TOPGALLANT MAST. the third joint above the deck. On some ships the topgallant mast is made long enough to carry two extra sails, respectively termed the "royal" and "skysail."

TOPMAST. the second joint of each mast above the deck.

TRAWL. a species of deep-sea net used by the fishermen on the south coast of England.

TRUCK. small block on top of each masthead, through which signal halyards are rove. Has no sheaves.

TRYSAIL. a small three-cornered sail only used in heavy weather, when the larger ones would be blown away.

TWO BELLS. rung at 5 and 9 o'clock daily.

TWO BLOCKS. same as "avast heaving." Indicates that the two pulleys of a tackle are so close together that the burden can be hoisted no further.

WAY TUFF. the coxswain's call to stop rowing.

WEARING SHIP. is when the vessel refuses to tack after the helm is put hard a-lee. It then becomes necessary to turn her around the reverse way.

WEATHER SIDE. the side next the wind.

WINDLASS. a vertical machine for hoisting the anchor, or moving the vessel without use of steam or sails.

WING AND WING. the squaring of the foresail and mainsail of a fore-and-aft schooner, when going before the wind, the foresail being hauled to port, and the mainsail to starboard, by means of boom tackles.

GEOGRAPHICAL NAMES IN THE PHILIPPINE ISLANDS.

ALAMOSO. a dangerous rocky inlet, surrounded by tide-rips and whirlpools.

BOOLEYAN. extreme southwestern cape of Palawan Island, sighted by a vessel between Singapore and Hongkong.

BIGASON. chief port on Panay Island.

CARAVELLO. the northwestern cape of Luzon Island.

CORRIGIDOR. a small fortified island in mouth of Manila Harbor.

COGON. a small port of Samar Island.

DAVAO. a small bay, sheltered by Cape Augustin.

DENOUAN. a cape on east side of Mindanao Gulf.

ESPIRITU SANTO. the northeast cape of Samar Island, a point of great importance to navigators bound from China to India, through Dampier's Straits.

GERTRUDE. a reef near Manila, feared by mariners.

HILONGO. a harbor on Seye Island.

LEVETE. the smallest of the six principal Philippines.

LINAGO. a rocky cape at the northeast end of Mindanao Island.

LUXON. the largest island of the Philippine group, of which Manila is the capital.

MALAMPAYA. a large bay at north end of Panay Island.

MAKROON. a submerged series of shoals about 180 miles west-northwest from Manila, discovered by Admiral Scarborough, R.N., and often called by his name.

MANAROA. chief port of Mindanao.

MANILA (one L only). capital of Luzon, chief island of the Philippine group.

MANILA STRAIT. separates Luzon Island from Mindoro.

MINDANAO. the second largest of the Philippines.

MINDORO. the fourth largest of the group.

PALAO. a bay on Mindoro Island, about 120 miles south-southwest from Manila.

PALAWAN. an island of the Philippine group about 425 miles southeast from Manila.

PANAY. one of the Philippines in commercial importance.

PIERTO APARI. a broad but shallow harbor on north side of Luzon Island, between Capes Caravello and San Vincente.

SAMAR. the extreme easterly island of the Philippines.

SAN AUGUSTIN. extreme southwestern cape of the Philippine group, on Mindanao Island.

SAN ILDEFONSO. a rocky cape on east shore of Luzon.

SAN VINCENTE. the northeastern cape of Luzon Island, sighted on direct route from Hongkong to Sydney and called by some navigators Cape Malajue.

STEPIAN. a port about 800 miles by water from Manila, on the east side of Luzon Island, but only about 120 miles by land.

SOOL. the name of the gulf or sea separating the Philippines from Borneo.

TIGULO. a bay setting out of the west side of the Mindanao Gulf.

The Philippine Islands were named for Philip II of Spain, and cover an area as large as the State of Oregon, having about 150,000 square miles in all. There are nearly 1200 in all, if which there are nine large enough to be of commercial importance. The largest is Luzon, containing from 1000 to 2000 square miles, while the other two are larger. Luzon containing over 4,000 square miles, and Mindanao not quite 3,000. The rest are volcanic rocks of little or no value. These islands have been the property of Spain ever since 1564, but, as might have been expected from their ownership, have improved very little.

These islands contain not far from 5,000,000 inhabitants, of which about 400,000 are of Spanish birth or extraction, 50,000 Chinese, 20,000 aborigines, and the balance of Malay and other races. There is but little climatic change during the year, and the weather is tropical throughout. There are several active volcanoes in the group, and the streets of Manila are often filled with ashes from Mt. Marzon, less than ninety miles away. This, of course, breeds earthquakes, which are very violent and create great damage to life and property. This also leads up to typhoons, which sweep along at the rate of 150 miles per hour, and anybody who knows anything about that country knows that Admiral Dewey's fleet is in more danger from typhoons than from any naval force that Spain can send out.

Fuoco, Soeloo, Basilan, Cagayan, Bancoway, Pata, Silulu, Badouan, Sava, Boyan, Kallina and Tobo Bata are the principal small islands not visited by foreign vessels. They lie in the Soeloo Archipelago and to the northward of Celebes Sea, which divides Celebes from Borneo.

NAMES OF INDIVIDUALS.

AGUINALDO. leader of the insurrection in the Philippines.

PERMEJO. Spanish Minister of Marine.

BLANCO. Ramon, captain-general of Cuba.

CAMARA. admiral of the Atlantic fleet.

CANOVAS. former Prime Minister, now dead.

CARRERO. present Minister of War.

GUTIERREZ. present Minister of Foreign Affairs.

MANTEROLA. admiral commanding the Cuban fleet.

MONTOLIU. admiral of the Pacific fleet.

PINOLICRIVER. Minister of Agriculture.

PUREDO. division commander in Cuba.

REVERTERO. present Minister of Finance.

ROLDON. present Minister of Justice.

SACASTA. Praxedes, present Prime Minister.

SOLANO. division commander in Cuba.

SOSADO. division commander in Cuba.

CUBAN INDIVIDUAL NAMES.

ACOSTA. an insurgent leader.

ABACOA. a small port on south side.

BARBOSA. prominent Liberal leader.

DELGADO. insurgent chief in the field.

GOMEZ. Mexican insurgent leader.

HENNA. political refugee from Porto Rico.

LACRET. a colonel in insurgent army.

CITIES AND TOWNS IN WEST INDIES.

ANACORTES. small harbor on the south side of Cuba.

BACURANO. small town seven miles from Havana.

BAHIA HONDA. prominent commercial city.

COJIMAR. fortress opposite Moro Castle.

EL LABRADOR. large commercial place.

HELICANO. place of battle April 28.

MARIEL. a watering place at foot of rocky cliffs, eleven miles from Havana.

PONCE. a small town on the coast.

REGIA. a small town across the bay of Havana.

ROBLIDORA. small port on south side of Cuba.

RONCADO. a dangerous reef in the Caribbean Sea, on which the California—Baker Golden Rule was wrecked in 1861, and the U.S.S. Kearsarge in 1894.

SALSIPUEDES. a shoal between Cuba and San Domingo, where many wrecks have occurred.

SPANISH PROPER NAMES.

ALICANTE. famous for its sweet wines, together with Valencia, Castellon, Tarragona, Barcelona, Lerida, Zamora and Navarra, formed the ancient Kingdom of Arragon. The principal port is Barcelona.

ASTURIAS. extreme northwestern province on Bay of Biscay.

BADAJOS. separated from Salamanca by the province of Caceres, where the ancient Kingdom of Arragon was a part.

CACERES. a province infested with brigands; capital same name.

CADIZ. the extreme southern province, whose capital and chief seaport is of the same name.

CIUDAD REAL. bounds the north sides of Cordova and Jaen. With Albacete it forms the ancient kingdom of La Mancha, immortalized in the writings of Cervantes.

CIUDAD RODRIGO. where Wellington whipped Napoleon's armies under Soult and Davoust.

CORDOVA. famed all over the world for its leather work, joins Seville on the northeast.

ESCURIAL. the royal palace at Madrid.

GIJON. a town of Santander.

GETA. a promontory at the mouth of Almeria Bay.

GRANADA. immortalized in Washington Irving's writings, is part of Andalusia, as also is Almeria and Murcia.

HUELVA. the extreme westerly province of the old Kingdom of Andalusia, divided from Portugal by the Guadiana River.

LEON. second province from Bay of Biscay, and connected with it by rail.

MADRID. lies almost in the center of the Kingdom and is part of the old Kingdom of Castile, the other provinces being Cuenca, Toledo and Albacete.

MALAGA. capital of the province of that name, situated on the river Guadalquivir.

MAXBELLIA. a small seaport of Malaga.

MARVEJOL. a fishing port in the province of Valencia.

CAPE CREIX. on the Mediterranean, is a continuation of the Pyrenees, about forty miles from the French line.

CATADIN. where the brigands captured the Mayor.

CATRAL. a Mediterranean seaport of Alicante, at the mouth of the Segura River.

CATRELO. a small but deep harbor not far from the Portuguese boundary on the Mediterranean. It lies the town of Conil, on which the town of Conil.

OROPESA. a small harbor of Castellon.

OVIDEA. a town in the province of Santander.

SALAMANCA. a province adjoining Portugal and south Zamora. Its capital is Ciudad Rodrigo, where occurred the most famous battle of Wellington's peninsular campaign.

SACRATIF. a high promontory of Granada, high distant from Salisbren and Albulon.

SAN ANTONIO. the southeast cape of Spain on the Mediterranean.

SANTANDER. the capital of the province of the same name.

SEVILLA. whose capital is Seville, joins Cadiz and Malaga on the north and has a perfect network of railways to the coast. The capital is on the banks of the Guadalquivir.

TALAVERA. a town of Toledo, where Wellington whipped the French under Suchet.

TARIFA. extreme southern cape of Spain, separated from Africa by Straits of Gibraltar.

TOLEDO. a province of Spain, famous for high grade steel.

TORTOSA. a bold headland in the Mediterranean at the mouth of the Ebro River.

VALENCIA. a province of Spain, infested by brigands.

VELAZO. a town in the province of Caceres.

VIZCAYA. CASCONGDAS, extreme northeastern provinces on Bay of Biscay.

VALENCIA DEL CID. capital and principal seaport of Valencia.

ZAMORA. a province adjoining the Portuguese boundary, south of Leon.

[It must be borne in mind by the reader that, in Spanish, the letters J and X have the same aspirate sound as h in English.]

—Railway terminal cities.

The Sign Ordinance.

A warrant was issued yesterday on complaint of Officer Spencer charging J. W. Fawkes with violation of the sign ordinance. Fawkes maintains a panoramic sign on the wall of the Bryson block, which is in direct violation of the ordinance regulating signs in and over public streets. The Council took on Monday the case went over to Tuesday. The case went over to Tuesday. The case went over to Tuesday. The case went over to Tuesday.

SATURDAY, MAY 21, 1898.

NEWS BY CABLE.

LAW REGARDING THE CUTTING OF CABLES INDETERMINATE.

Communication Between Havana and Madrid not Cut Off—An International Conference That Failed to Define the Status in War Times.

(SPECIAL CORRESPONDENCE OF THE TIMES.)

WASHINGTON, May 14.—It is no means certain, as has been so lightly assumed, that cable communication between Havana and Madrid has been interrupted by the gallant work of the Windows in cutting the cable at Cienfuegos yesterday. There are no less than five cables leading from that city into the ocean and at least three of these now give a direct communication with the outer world.

All telegraphic cables in Cuba take their final departure from its soil either at Havana or at Santiago de Cuba. From Havana two cables lead north to Key West and these, of course, are shut off by the war. From Havana land wires cross the island to Matanzas, and these two cables go east to Cienfuegos. From the latter place two cables go direct to Santiago and another goes along the coast in successful small loops, touching at half a dozen places, and also bringing up at Santiago. From Santiago, there are three cables to the outer world; two of them go south to Jamaica, and one east to Hayti. Jamaica is in communication with the Bermudas, and with South America, while Hayti has connections with the other West India islands, and with South America. Messages can be sent to Europe from Santiago over any one of the three cables.

The dispatches seem to show that only one cable leading out of Cienfuegos was cut by the Windows' boats, and it is not known whether this was one of those leading to Havana or one to Santiago. In any case abundant means of communication are left. Cienfuegos is also connected with Havana by land wires, though not with Santiago; the country between the last two places being covered with heavy forests, and being mostly in its original savage condition. To isolate Havana these cables must be cut at some point east of Cienfuegos, or of Santiago.

The ethics of cable-cutting in time of war have never been authoritatively decided. Wharton's digest of international law, the most noted work in America, does not even mention this subject, and other writers touch on it indefinitely and casually. A convention of delegates from twenty-seven nations met at Geneva in 1864, to consider measures for the protection of international cables, and agreed on sixteen articles, which made the breaking or cutting of a cable a crime punishable, and also authorized a suit for damages. But the final clause of the convention expressly stipulated that in time of war, and that a belligerent power should be free to act precisely as it could before their adoption.

This, of course, threw the whole matter of war rights back on the fundamental principles of international law, and left it in an indeterminate state. One thing alone seems certain, and that is that no belligerent is ever authorized to destroy the cable between two neutral states.

Submarine cables occupy a peculiar position, being subject to local jurisdiction at each end, and yet sharing the freedom of the high seas in the middle. And if cut at either end, their entire use is destroyed. Further, cables are often the property of neutrals although they touch the soil of belligerents.

For these reasons, it has become pretty well accepted that a belligerent may not cut or destroy a cable when all objects gained by so doing can be attained by simply closing the land offices and insuring their non-usage during hostilities.

The stoppage of communication at Manila has given us a recent illustration of the uncertainty and confusion that might easily result from similar stoppages elsewhere. Clearly, though of so recent origin, have become the very nerves of commerce and communication of the world, and are now an absolute necessity.

Great Britain, which owns most of the cable lines everywhere, in case of war, is likely to find herself cut off from communication with all her colonies. So also of the United States, except by some patched-up route via South America.

A score of years ago, when war seemed imminent between Russia and England, the former government fitted out several ships as cable destroyers, and laid effective plans for isolating Great Britain from her eastern possessions. These plans were never carried out, of course, but there was great alarm felt over them when they came to be found out.

When Alexandria was bombarded some years ago, the cables were cut, and the only means by which England could communicate with her East was by a round-about way through Russia.

We have seen how easily Manila was cut off, and Hongkong and Japan are under a similar disadvantage, for thousands of miles of cables connecting them with the outside world lie in less than 300 feet of water, where any vessel could grapple and destroy them by means of her anchors.

During the Franco-German war, French warships laid a cable from the coast, only to have it cut almost immediately by a German vessel. In the Chilean rebellion the insurgents cut the cables along the coast and isolated the central provinces, preventing Balmaeda from sending orders from them, and finally causing his defeat.

CRITTENDON MARRIOTT.

Valley Road Celebration.

The secretary of the Bakersfield Board of Trade has sent 200 badges to the Merchants' and Manufacturers' Association of this city for the use of the delegation going from here to the Valley road celebration on June 27. It is desired that all those intending to join the excursion party will send in their names to Secretary Zeehandelaar before Tuesday next.

The delegation from Los Angeles will be met at Bakersfield with vehicles at 7 a.m. There will be a parade, speech-making, and a ride on the Valley road to the northern boundary of the county, and in the evening there will be a pyrotechnic display and a band concert. Members of the delegation desiring to return to this city on the same day will leave Bakersfield at 3.30 o'clock in the evening, after the festivities have ended save the ball.

Dr. Joseph Trenchard, No. 343 Twenty-sixth street, Chicago, says: "I use distilled water because I think it is the best and safest drinking water for family use." For the same reason hundreds of physicians and thinking people of Los Angeles use Puritas. It is a scientifically-distilled water. It is sold by Cold Storage Company, Tel. 228.—(Adv.)

Annual Sales over 6,000,000 Boxes

BEECHAM'S PILLS

FOR BILIOUS AND NERVOUS DISORDERS such as Wind and Pain in the Stomach, Giddiness, Fullness after meals, Headache, Dizziness, Drowsiness, Flushing of Face, Loss of Appetite, Constipation, Blisters on the Skin, Cold Chills, Disturbed Sleep, Frightful Dreams and all Nervous and Trembling Sensations.

THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. Every sufferer will acknowledge them to be

A WONDERFUL MEDICINE.

BEECHAM'S PILLS, taken as directed, will quickly restore females to complete health. They gently remove all obstructions or irregularities of the system and cure Sick Headache. For a

Weak Stomach

Impaired Digestion

Disordered Liver

IN MEN, WOMEN OR CHILDREN

Beecham's Pills are

Without a Rival

And have the

LARGEST SALE

of any Patent Medicine in the World.

25c. at all Drug Stores.



A word about odd parlor pieces—Chairs.

A most suggestive display

of beauty—of economy—of

comfort.

Styles innumerable—from

simple plain ones to most

elaborate and fancy finished

ones. You ought to see them

soon to take advantage of

prices and selection.

Furniture exchanged or

sold on easy payments.

Invalid Chairs and Baby

Cabs sold or rented.

I. T. MARTIN,

531-33 S. Spring St.

may still linger

as a heritage

from our forefathers

and if taken in

time.

THE BITTERS

Greatly alleviates

the pain and

if taken in

time.

Removes

the

Acids

That Cause It.

STOMACH

BITTERS

(RAILROAD RECORD.)

THE TRAFFIC ASSOCIATION.

Southern Pacific Earnings—Cut

—Rates—A New Line.

It is thought here that the Western

Traffic Association, which has been

in convention at Milwaukee for the past

days, adjourned last night. Thus

far the managers at Los Angeles deny

that they have received any information

as to what has been done. The

most interesting topic discussed, was

the "differential" or difference be-

tween carload lots and less than car-

load lots. Pacific Coast terminal points

are particularly interested in this.

A dispatch from Milwaukee, dated

May 12, stated that delegations represent-

ing the mercantile interests of Los

Angeles, San Francisco, Portland,

Tacoma and Seattle had appeared be-

fore the association and given their

views. When the association met at

Monterey about two months ago, the

same subject was under consideration,

and something of an understanding

was reached. The matter was taken up

again at Milwaukee, but it is not re-

ported here what was done. The point

is this: If goods in less than carload

lots can be shipped from Chicago, St.

Louis or any other place to this coast

at substantially the same rates, or

nearly so, as full carloads, it gives the

wholesale merchants of these far-away

places a wide open opportunity to com-

pete with houses on this coast on about

equal terms. The wholesale merchants

of the coast want a "differential" rate

that will protect them. It is generally

surmised that what was claimed has

been granted.

The Southern Pacific statement for

nine months of the current fiscal year,

compared with the same period in the

former year, is interesting as showing

the improvement in business. The ex-

cess in gross earnings of this year over

the previous one, is \$4,311,339, or more

than 11 1/2 per cent. The net increase

of earnings was \$2,000,000. To earn

\$4 extra cost only 13 extra.

The Oregon Railway and Navigation

Company has entered the lists with

cut-rate prices to all coast points

from San Francisco via Portland. The

roads here seem to be oblivious to any

such severe cutting at the north, and

charge high rates.

The Southern Pacific is reported to

be at work on an extension in the San

Joquin Valley from Visalia to Exeter.

The distance is twelve miles. The work

will be completed in a few months.

The people of Glendale still lack \$600

of the bonus required to have the ter-

minal converted into an electric road.

A committee has the matter in hand,

and hopes to accomplish the task before

the 1st of June, the time limit on the

petition.

Percy T. Morgan, vice-president of

the Redondo Railroad, is at Redondo

spending a few days. His home is in

San Francisco.

TRANSMISSISSIPPI STAMPS.

The Omaha Exposition Series to be

issued on the First of June.

The hearts of the collectors of rare

postage stamps will be made glad upon

learning that the Postoffice Depart-

ment is about to issue, on June 1, to

postmasters, and will continue to issue

until December 31, a series of stamps,

commemorative of the Transmississippian

series, and will comprise the following

denominations: 1, 2, 4, 5, 8, 10 and 50

cents, and \$1 and \$2.

These stamps differ materially in

size from the ordinary series, the en-

graving, to be held at Omaha

during the summer and autumn. They

will be known as the Transmississippian

series, and will comprise the following

denominations: 1, 2, 4, 5, 8, 10 and 50

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THE PHOENIX CALIFORNIA TOWNS.



Uncle Sam Says This is America's Greatest Medicine. It will Sharpen Your Appetite, Purify and Vitalize Your Blood, Overcome That Tired Feeling. Get a bottle of Hood's Sarsaparilla and begin to take it TODAY, and realize the great good it is sure to do you.

Hood's Sarsaparilla
Is America's Greatest Medicine. All druggists.

DR. SCHIFFMAN
Will be in—

Redlands May 24 and 25,
San Bernardino May 26,
Riverside May 27 and 28,
Pomona May 31 and June 1,
Santa Ana June 3,
Anaheim June 4.

A PATRIOTIC DUTY.
How American Women Can Aid in the War.

[San Francisco Post.] The women of the United States are assisting very materially in the prosecution of the war with Spain. It is not necessary that they should go into the field, that they should be exposed to the dangers of battle, that they should even contribute money. If they will only contribute their own efforts, their own strength, their own influence, they will be doing their patriotic duty.

On the important phases of this struggle is the attitude of the European powers toward the combatants. We do not ask for the friendship of the United States, we ask for the friendship of the European powers. We are now fighting not only for our own country, but for the civilization of the world.

It has been shown that upward of \$50,000,000 worth of goods are imported into the United States from France every year, of which at least \$15,000,000 goes for luxuries. The French people will cease their production of luxuries, and will devote their entire resources to the production of war material.

If the women of America will boycott French luxuries, they will not only teach the people of France the lesson of patriotism, but they will also show the world that America is a nation of patriots.

The women of America will find that by boycotting French luxuries, they will be doing their patriotic duty, and they will be helping to win the war.

YANKEE DEWEY DANDY.
Yankee Dewey went to sea, with Uncle Sam's army, sir; He stuck a feather in his cap, The whole darned Philippines, sir.

Yankee Dewey, he's a brick, (Just hear the eagle scream, sir) He did those don't double quick, They thought it was a dream, sir.

Then Uncle Sam jumped up and cried, "By Jingo! that's the stuff, George." He kept on going until he was dead, Hails in and cries "Enough, George."

CARTER'S LITTLE PINK PILL
TRADE MARK

SUBSTITUTION THE FRAUD OF THE DAY.
Don't hesitate to ask for Carter's. See you get Carter's. Take nothing but Carter's. Insist on having Carter's. The only perfect Liver Pill.

SURE CURE FOR SICK HEADACHE.

NEW MEXICO.

REDLANDS.
Survey for the Mill Creek Development is being completed.

SANTA MONICA.
Cannonding of Point Duma Road by a Rancher.

SANTA MONICA.
Santa Monica May 20.—[Regular Correspondence.] City Trustees Carrillo gives confirmation to the report of cannonding of Point Duma Road.

SANTA MONICA.
Santa Monica May 20.—[Regular Correspondence.] The Redlands Electric Light and Power Company has secured the services of F. C. Finkle, the San Bernardino civil and hydraulic engineer, to make a survey and estimate for the new electric power development in Mill Creek Canyon.

SANTA MONICA.
Santa Monica May 20.—[Regular Correspondence.] The report of cannonding of Point Duma Road by a rancher, which was made last week for a visit to his home in Flushing, L. I.

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NEW MEXICO.

ANNIVERSARY OF SETTLEMENT TO BE CELEBRATED.

Elaborate Preparations at Albuquerque for Celebrating the Fourth—Spanish-Americans to Have a Flag-raising on the Old Plaza.

ALBUQUERQUE, May 19.—[Regular Correspondence.] Ex-Gov. Prince of Santa Fe left last week for a visit to his home in Flushing, L. I.

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SAN DIEGO COUNTY.

FIVE CHINESE CAPTURED FOR UNLAWFULLY CROSSING THE LINE.

The Land and Town Company Held Its Annual Election at Kittery, Maine—Comfort Money Forwarded to Co. B at the Presidio.

SAN DIEGO, May 20.—[Regular Correspondence.] Five Chinese who had unlawfully entered the United States were rounded up in the Sweetwater bottoms yesterday afternoon by Inspectors C. D. Sprigg and G. M. Todd of the customs service. Collector Beverly received word during the day that a party of celestials would arrive in the Sweetwater Valley to meet a guide who would pilot them into Chinatown in this city.

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